

BUCKSPORT TOWN COUNCIL MEETING
7:00 P.M., THURSDAY, AUGUST 27, 2020
TOWN COUNCIL CHAMBERS – BUCKSPORT TOWN OFFICE

- 1. Call Meeting To Order**
- 2. Roll Call**
- 3. Presentation of any Town Council Recognitions**
- 4. Consider minutes of previous meetings**
 - a. Town Council Minutes 08/13/2020
 - b. Infrastructure Committee Minutes 8/13/2020
- 5. Receive and Review Correspondence**
 - a. August 1, 2020 Sheriff assist at Penobscot Narrows Bridge
- 6. Ordinances to Consider/Introduce**
 - a. 2nd Reading – An Ordinance to Amend the Town Charter, Section 9.04, #2 to change the referendum voting requirement from \$250,000 to \$300,000
- 7. Discussion Items (Manager Clarification and Direction, or Council Discussion and/or Input on Issues)**
 - a. Baseball Field request to get bids for temporary repair & establish committee for long term repair
 - b. School Board Member Resignation – Jennifer Therrien
 - c. Parks & Recreation Rules Review
 - d. Sludge Site Hayfield Contract – put out for bid
 - e. MDOT Culvert replacement grants – Jacob Buck Pond and Bucksmills
- 8. Agenda Items**
 - a. To approve Resolve 2021-14 To Approve the bid of Camden National Bank for 1.98% for Year 1 of the Road Project
 - b. To approve Resolve 2021-15 to Designate the Economic Development Director to Market the 27 Main Street Property
 - c. To Approve Resolve 2021-16 to Request Voter Approval for the expenditure of up to \$560,000 as the Town Share of the cost of replacement of two culverts on Jacob Buck Pond and Bucksmills Roads as a match for Grant funding of \$190,000
- 9. Resignations, Appointments, Assignments, and Elections**
 - a. Reminder - Nomination Papers Available until September 3rd
- 10. Approval of Quit Claims, Discharges, and Deeds**
 - a. Kelley J. Albert, Map 47 Lot 13-1 2018 Tax Lien
 - b. Jane E. Cirillo, Map 32 Lot 26, 2013 – 2018 Tax Liens
 - c. Timothy R. Jerome, Map 08 Lot 57 2018 Tax Lien
 - d. Timothy R. Jerome, Map 08 Lot 60 2018 Tax Lien
 - e. Timothy R. Jerome, Map 08 Lot 63, 2018 Tax Lien
- 11. Town Manager Report**
- 12. Set Public Hearings, and/or Hold Public Hearings and Approval of any Licenses or Permits**
- 13. Discussion of Items Not on the Agenda for Council and Public**
- 14. Upcoming Public Hearings, Designation of Topics for Committee Assignment, and Scheduling of Committee Meetings**
- 15. Adjournment**

BUCKSPORT TOWN COUNCIL MEETING
7:00 P.M., THURSDAY, AUGUST 13, 2020
TOWN COUNCIL CHAMBERS – BUCKSPORT TOWN OFFICE
MINUTES

- 1. Call Meeting To Order** – *Mayor Stewart called the meeting to order at 7:00 p.m.*
- 2. Roll Call** – *All Councilors present via remote access: Mark Eastman, Jim Morrison, Paul Bissonnette, Peter Stewart, Dan Ormsby, Kathy Downes*

Councilor Ed Rankin, Jr. joined the meeting at 7:04 p.m.
- 3. Presentation of any Town Council Recognitions** – *None.*
- 4. Consider minutes of previous meetings**
 - a. Town Council Minutes 07/23/2020 – *Councilor Ormsby moved and Councilor Eastman seconded to approve the Town Council Minutes from 7/23/2020. Motion Passed 6-0*
- 5. Receive and Review Correspondence**
 - a. June 27, 2020 Sheriff assist at Penobscot Narrows Bridge – *Noted.*
 - b. Downeast Transportation Ridership May & June 2020 – *Noted.*
- 6. Ordinances to Consider/Introduce**
 - a. First Reading – An Ordinance to Amend the Town Charter, Section 9.04, #2 to change the referendum voting requirement from \$250,000 to \$300,000 (Councilor Eastman) – *It was the consensus of the Council to move this item forward for a second reading and public hearing at the next Town Council meeting on August 27, 2020.*
- 7. Discussion Items (Manager Clarification and Direction, or Council Discussion and/or Input on Issues)**
 - a. Pool Update – *Town Manager Lessard stated that the municipal pool is open and the YMCA has stated that the turnout has been good.*
 - b. 27 Main Street – Options – *After some discussion, it was the desire of the Council to have Community and Economic Development Director Rich Rotella market this property and put it back on the MLS. For further discussion, refer to audio.*
 - c. Fishing Dock Project – Request to put out to bid – *It was the consensus of the Council to perform engineering for the project and then put the project out to bid.*
 - d. 5 Mt. Olive Heights – *Town Manager Lessard brought to the Councilor's attention a property located at 5 Mt. Olive Heights. The property is a public nuisance and Town Manager Lessard is seeking clarity on how to handle the situation given that it is in foreclosure by the Town. It was the desire of the Council to have Town Manager Lessard reach out to the property owner and see if they'd be willing to work with the Town on either cleaning up the property or selling it. It was also the desire of the Council to have a resolution on this by October 15, 2020.*

- e. Cruise Ship Discussion – *(American Cruise Lines has withdrawn its request for the 2020 Season for any operation in Maine)*

8. Agenda Items

- a. To approve Resolve 2021-08 To Approve the Final Pay Requisition for the Sewer Treatment Plant Project – *Councilor Bissonnette moved and Councilor Ormsby seconded to approve Resolve 2021-08. Motion Passed 7-0*
- b. To approve Resolve 2021-09 to Approve the purchase of a new police cruiser – *Councilor Eastman moved and Councilor Rankin seconded to approve Resolve 2021-09. Motion Passed 7-0*
- c. To approve Resolve 2021-10 to Approve the MMA Legislative Police Committee Ballot for July 1, 2020 – June 30, 2022 – *Councilor Ormsby moved and Councilor Rankin seconded to approve 2021-10. Motion Passed 7-0*
- d. To approve Resolve 2021-11 to Approve the MMA Voting Ballot – *Councilor Bissonnette moved and Councilor Eastman seconded to approve Resolve 2021-11. Motion Passed 7-0*
- e. To approve Resolve 2021-12 to Approve additional funding for the SHIP grant for diesel fuel at the marina in the amount of \$50,315.84 – *Councilor Ormsby moved and Councilor Eastman seconded to approve Resolve 2021-12 by amending the amount to read up to \$28,000.00. Motion Passed 7-0*
- f. To approve Resolve 2021-13 to Approve transfer of the Police Vehicle rotating out of service to the Fire Department for the use of the Deputy Chief – *Councilor Bissonnette moved and Councilor Eastman seconded to approve Resolve 2021-13. Motion Passed 4-3 (Morrison, Ormsby, Rankin)*

9. Resignations, Appointments, Assignments, and Elections

- a. Reminder - Nomination Papers Available until September 3rd – *Noted.*

10. Approval of Quit Claims, Discharges, and Deeds

- a. Jamie L. Ireland, 2018 Sewer Lien discharge, Map 33 Lot 57 – *Councilor Eastman moved and Councilor Downes seconded to approve the sewer lien discharge on Map 33 Lot 57. Motion Passed 7-0*

11. Town Manager Report – Noted.

- a. Department Head Reports – *Noted.*

12. Set Public Hearings, and/or Hold Public Hearings and Approval of any Licenses or Permits – None.

13. Discussion of Items Not on the Agenda for Council and Public

Councilor Downes inquired as to when site work is expected to start for Whole Oceans, to which Town Manager Lessard answered in the fall.

Councilor Downes inquired as to when the Spirit of America award presentation will take place, to which Town Manager Lessard stated when in-person Town Council meetings resume.

Councilor Downes inquired as to the status of some of the retaining walls in town. She asked if any of the match funds could be used in repairing those walls before 2021, to which Community and Economic Development Director Rich Rotella stated that if the Town did that, they would risk losing the grant from Maine DOT.

Councilor Downes inquired if the fence at the baseball field was going to be repaired this year, to which Town Manager Lessard stated that it will be on the next Town Council agenda for discussion.

Councilor Ormsby asked Town Manager Lessard if the Council could re-evaluate the Town's rules and guidelines pertaining to Covid-19. Town Manager Lessard stated that she would add that to the next Town Council agenda for discussion.

14. Upcoming Public Hearings, Designation of Topics for Committee Assignment, and Scheduling of Committee Meetings

August 27, 2020 - Public Hearing - An Ordinance to Amend the Town Charter, Section 9.04, #2 to change the referendum voting requirement from \$250,000 to \$300,000

15. Adjournment – *Councilor Downes moved and Councilor Ormsby seconded to adjourn the meeting at 8:25 p.m. Motion Passed 7-0*

BUCKSPORT TOWN COUNCIL
A TRUE COPY

ATTEST:


JACOB R. GRAN, TOWN CLERK

**BUCKSPORT INFRASTRUCTURE & PROPERTY COMMITTEE
MEETING
6:00 P.M., THURSDAY, AUGUST 13, 2020
BUCKSPORT TOWN OFFICE
MINUTES**

1. **Call meeting to order** – *The meeting was called to order at 6:03 p.m. by Chairman Rankin.*
2. **Roll Call** – *Members present – Mark Eastman, Paul Bissonnette, Ed Rankin, Jr. Also attending were Daniel Ormsby, Kathy Downes, Peter Stewart*
3. **Solid Waste Disposal Discussion** – *The Town Manager presented a memo (copy attached) that discussed the current situation with the MRC/Coastal project in Hampden. At the present time, all MRC/Coastal communities in the greater Bangor region are disposing of waste at the PERC facility in Orrington, and that will continue until a new operator has been selected for the Hampden facility. PERC has challenges in processing the increased amount of waste due to changes made at the facility to reduce the number of waste processing lines. The DEP is closely monitoring the situation for Coastal and for PERC. The Town is paying the same contracted disposal fee at PERC that they were at the Coastal facility when it was open. The MRC estimates that it will have a new operator in place for the Hampden facility by the end of the year. She also told Councilors about an online 'town-hall' forum that the MRC was having on August 19th that any Council member could attend.*
4. **Adjournment** – *Motion by Mark Eastman, seconded by Paul Bissonnette to adjourn at 6:25 p.m. Vote 3-0.*

Respectfully submitted,

*Susan Lessard
Town Manager*

TO: Bucksport Town Council
FROM: Sue Lessard, Town Manager
RE: Solid Waste Update
Date: August 13, 2020

The purpose of this memo is to update you on the status of the MRC/Coastal project and our contract for waste disposal.

As you all know, our waste is currently being disposed of at the PERC facility in Orrington while the Coastal Plant is in the process of re-organization. While there has been a default between the MRC and Coastal in that the plant is not in operation – there is not a default between the MRC and the Town of Bucksport because our waste continues to have a 'home' for disposal, at the contractual prices defined in the contract, and the waste is not being landfilled.

The MRC has received 7 letters of interest in operation of the facility and is in the process of interviews with those parties. Additional information is being requested of these entities with responses due back later in August. The goal is for location of a new operator with a restart of the facility in late 2020.

The MRC is working closely with the DEP on this matter and forward progress is being made.

PERC has changed its operations since its 'divorce' from the MRC and processing the amount of waste now going there is a challenge due to a reduction in waste processing lines and other changes. This situation is also being monitored by the DEP, and the goal is to avoid additional solid waste disposal at Juniper Ridge landfill.

The MRC will be holding a virtual 'Town Hall Meeting' on August 19th in order to update member communities and answer any questions that they may have. I will forward you the contact information in order to participate in that meeting if you wish.



Bucksport Police Department

Officer Report for Incident 20BK-2564

Nature: Suspicious
Location: 157

Address:

Offense Codes: 7608

Received By: Aimee Reynolds

How Received: T

Agency: BKPD

Responding Officers: Gerald Lowe

Responsible Officer: Gerald Lowe

Disposition: CLO 08/04/20

When Reported: 06:01:14 08/01/20

Occurred Between: 05:58:47 08/01/20 and 05:58:47 08/01/20

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Complainant:

Last:

First:

Mid:

DOB:

Dr Lic:

Address:

Race:

Sex:

Phone:

City:

Offense Codes

Reported: 8305 Suspicious Person/MV/Incident

Observed:

Additional Offense: 7608 Assist Sheriff's Department

Circumstances

Responding Officers:

Unit :

Gerald Lowe

BK407

Responsible Officer: Gerald Lowe

Agency: BKPD

Received By: Aimee Reynolds

Last Radio Log: 06:05:41 08/01/20 CMPLT

How Received: T Telephone

Clearance: COM Report Complete and
Approved

When Reported: 06:01:14 08/01/20

Disposition: CLO Date: 08/04/20

Judicial Status: AAT

Occurred between: 05:58:47 08/01/20

Misc Entry: Winchester

and: 05:58:47 08/01/20

Modus Operandi:

Description :

Method :

Involvements

Date

Type

Description

Relationship

08/12/20

Narrative

Individuals on the Penobscot Narrows Bridge taking pictures.

Responsible LEO:

Approved by:

Date

08/12/20

Supplement

CAD Call info/comments

=====

06:02:57 08/01/20 - Aimee Reynolds

advising there are "kids on the rails looking like they are going to jump" wan't happy when dispatch advised to call the RCC. Called RCC and advised; Advised BK407 heading over to check

06:03:22 08/01/20 - Aimee Reynolds

Nature change from Agency Asst-LE to Suspicious

06:03:54 08/01/20 - Aimee Reynolds

BK407 advising off speaking with some people talking. No need to send 10-57

06:04:07 08/01/20 - Aimee Reynolds

bk401 notified

06:05:34 08/01/20 - Aimee Reynolds

bk407 clear - individuals are from New York and were taking pictures.

08/12/20

6a

Second Reading

An ordinance to amend the Town Charter, Section 9.04 Ordinances, Orders or Resolves Submitted to Popular Vote, Section 2, to increase the referendum funding amount from \$250,000 to \$300,000.

SEC. 9.04 Ordinances, Orders or Resolves Submitted to Popular Vote

1. The Town Council may submit on its own initiative a proposition for the enactment, repeal or amendment of any ordinance, order or resolve, except as herein otherwise provided to be voted upon at any municipal election, and should such proposition receive a majority of the votes cast thereon at such election, such ordinance, order or resolve shall be enacted, repealed or amended accordingly.
2. All ordinances, all orders, or resolves appropriating or transferring three hundred thousand dollars (\$300,000) ~~two hundred and fifty thousand dollars (\$250,000.00)~~ or more of local funds for a single capital improvement and all orders or resolves authorizing bond issues of three hundred thousand dollars (\$300,000) ~~two hundred and fifty thousand dollars (\$250,000.00)~~ or more for capital improvement shall be submitted for popular vote. For the purposes of this section, a capital improvement includes but is not limited to the purchase and/or lease of equipment and land, the construction and/or renovation of buildings, the construction and/or reconstruction of infrastructures and all other public facilities. All direct and associated costs are included when determining funding for capital improvements, except for ongoing or routine maintenance costs. No single capital improvement project will be divided so as to defeat the purpose of this section.

76
Lessard, Susan <slessard@bucksportmaine.gov>

Fwd: Resignation

1 message

James Boothby <jim.boothby@rsu25.org>
To: "Lessard, Susan" <slessard@bucksportmaine.gov>

Mon, Aug 17, 2020 at 10:23 AM

FYI As we discussed earlier.

Jim

----- Forwarded message -----

From: **Jennifer Therrien** <jennifer.therrien@rsu25.org>

Date: Mon, Aug 17, 2020 at 7:44 AM

Subject: Resignation

To: Tom Foster <tom.foster@rsu25.org>, James Boothby <jim.boothby@rsu25.org>

August 17, 2020

Dear Mr. Foster and Mr. Boothby,

I am writing to inform you that I will be resigning from the RSU25 School Board effective September 1, 2020.

I regret that I am unable to complete the current term. It has been an honor to serve with a great group of people who all have the best interests of our students in mind.

I am submitting my resignation because I feel I will be even better able to serve our communities with a new position that I have accepted. Although the position is not district funded, it is important to avoid any potential conflict of interest that could arise in the future.

Best regards,

Jennifer Therrien

--
Jim Boothby, Superintendent
Regional School Unit 25
62 Mechanic Street
Bucksport, ME 04416Phone 207-469-7311
Fax 207-469-6640

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is intended solely for the individual(s) or entity to which it is addressed. It may contain confidential or proprietary information. Unauthorized dissemination, distribution, copying, use, or other action(s) taken in reliance upon to the contents of, and any attachments to, this e-mail is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately by reply e-mail or telephone (207-469-7311) and permanently delete the original and any copies and/or printouts.

To: Bucksport Town Council
FROM: Sue Lessard, Town Manager
DATE: August 24, 2020
RE: Mowing – Two Licensed Sludge Sites

The Town of Bucksport had a contract with Rob Manner of Gentle Manner Farm in Frankfort for the past five years for the mowing and maintenance of the two town-licensed sludge sites that are on the Upper Long Pond Road. The Town no longer spreads sludge on those fields and has not done so for many years. It is, however, important to maintain the fields by mowing them and keeping trees cut back so that they do not get overgrown by brush. One site, Map 16 Lot 7, is owned by the Town of Bucksport and the other lot, Map 16 Lot 6, is owned by Phillip Wight, Sr.

The agreement that expired at the end of 2019 allowed Mr. Manner to keep the hay for his own use or sale in return for keeping the fields mowed and the trees cut back, and required up to 50 bales of hay be provided to the Town Highway crew for their projects if needed.

It would have been better to have put this out for letters of interest early in the Spring, but the sludge site hayfields contract was not on the front burner at that time. However, the mowing needs to be done this year and with the expiration of the existing contract, including an extra two years that were allowed as part of the original three year contract, we need to advertise this opportunity again. There may be other local farmers who are interested in this mulch hay opportunity and they deserve an opportunity to be considered as well.

The only other contingency in the original contract was that if the Town shortened the contract to less than three years that they would own the Contractor \$300 for each year the fields had been maintained during the contract.

7e

207.212.9350
acadiacivilworks.com



ACADIA CIVIL WORKS
ENGINEERING DESIGN & CONSULTATION

PO Box 212
Leeds, ME 04263

November 12, 2019

Mr. John MacLaine, RFP Coordinator
Maine Department of Environmental Protection
Bureau of Land Resources
17 State House Station
28 Tyson Drive
Augusta, ME 04333-0017

Re: RFP #201903060 Application Submission
Jacob Buck Pond Road Crossing of Stubbs Brook - Bucksport, ME

Dear Mr. MacLaine,

On behalf of the Town of Bucksport, we are pleased to submit the attached application seeking funding assistance with improvements to the crossing of Jacob Buck Pond Road and Stubbs Brook. The existing corrugated metal pipe (CMP) infrastructure is damaged and beginning to show signs of corrosion. The twin CMP culverts are also a barrier to aquatic organism passage and are negatively impacting the stream morphology. Additionally, as a tributary to the Orland River, it represents valuable tributary aquatic habitat within NOAA Fisheries' designated Penobscot River Habitat Focus Area. Overall, this crossing is a well-suited candidate for the Grants for Stream Crossing Public Infrastructure Improvements solicitation (RFP#201903060). The location of the site can be found on the enclosed Site Location plan (SK-1).

EXISTING CROSSING CONDITIONS

The existing crossing infrastructure consists of two (2) 84" diameter CMP culverts. A series of photographs of the existing culverts is enclosed with this application. Additionally, an existing conditions plan of the site is enclosed as SK-2.

The existing culvert structure requires annual cleaning at the inlet, as sticks, logs, stones, and woody debris tend to block the culvert inlet and interior portions of the barrel. Damage at the inlet of Culvert #1 is also evident. Also, the original asphalt lining within the culvert has deteriorated and missing from large sections of the barrel. The invert of the pipe is corroded and holes can be found beginning to form in sections of Culvert #2. Photos 5 thru 9 all show this damage and deterioration. This condition does not infer imminent failure, but without intervention and repair, some sort of failure is probable within a decade.

Stubbs Brook is also valuable aquatic habitat. As a tributary to the Orland River and the Penobscot River, the brook is part of greater restoration effort as part of the NOAA Fisheries' designated Penobscot River Habitat Focus Area. This focus area is driven by a desire to restore diadromous aquatic species, including the Endangered Atlantic Salmon. Williams Pond is also located upstream, which could function as valuable Alewife habitat if it was open and passable.

The existing culvert crossing is a barrier to aquatic habitat connectivity. Additionally, the undersized nature of the structures has resulted in impacts to the natural morphology of the stream system. Immediately

downstream of the culverts the stream is split into two channel sections. More detail regarding the stream's profile can be found on the enclosed plan (SK-3).

PROPOSED CROSSING IMPROVEMENTS

The improvements to the crossing involve the replacement of the twin 84" diameter culverts with a single bottomless span of 16 feet. The design of the crossing has been performed utilizing the US Forest Services Stream Simulation methodology and incorporate Stream Smart practices. A reference cross section of Stubbs Brook is contained as SK-4. The measured bankful width of 13 feet will be crossed by a 16' clear span corrugated steel arch founded on concrete footings and stem walls. The stream system through the crossing is generally at a 2% gradient. The reference reach is transitional between a step pool form and a pool and riffle structure. It is anticipated that use of the native stone and gravel as channel backfill will promote the restoration of this channel through the crossing. Plans for the crossing improvements are attached as SK-5 and SK-6.

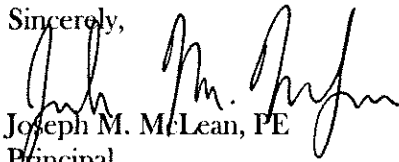
After improvement, the crossing structure will meet the State and Federal definition as a Minor Span structure. The structure has been designed to meet the design requirements of the State, as outlined in the MDOT Bridge Design guide. This includes maintaining an ample HW/D ratio during 50-year storm event, as well as maintaining more than a foot of freeboard during the 100-year storm. Refer to the enclosed Summary of Hydrologic and Hydraulic Performance for additional details.

FUNDING REQUEST AND SCHEDULE

The cost of this project is currently estimated at \$350,000. As indicated on the enclosed application, the Town of Bucksport is requesting an award of \$95,000. The remaining funds will be paid by the Town and appropriated in the Town budget over the course of coming years (2020 and 2021 budget cycles). It is anticipated that final design and permitting of the project will occur during the year of 2020 and construction would occur during the Summer months of 2021.

On behalf of the Town of Bucksport, we hope that you will approve our request for this crossing improvement assistance. If you have any questions or need additional information during your review do not hesitate to contact us.

Sincerely,


Joseph M. McLean, PE
Principal
jmclean@acadiacivilworks.com

Enclosures

Cc: Mr. Jay Lanpher, Town of Bucksport Public Works Director
Mr. Benjamin Matthews, The Nature Conservancy

Maine Department of Environmental Protection
Request for Proposals for Stream Crossing Public Infrastructure Improvement Projects
Proposal Application Form – 2019R2
RFP# 201903060

I. Applicant Information

Applicant Name Town of Bucksport, Maine - Department of Public Works			
Applicant Mailing Address 50 Main Street, PO Drawer X	City Bucksport	State ME	Zip 04416
Applicant Phone # (207) 469-6680	Email Address jlanpher@bucksportmaine.gov		

II. Agent/Consultant Information ☐ Check if not applicable

Agent Name Acadia Civil Works, Joseph M. McLean, PE			
Agent Mailing Address PO Box 212	City Leeds	State ME	Zip 04263
Agent Phone # (207) 212-9350	Agent Email Address jmclean@acadiacivilworks.com		

III. Applicability

Please indicate the ability to demonstrate the following:

- ☒ The proposed structure to be upgraded is a culvert located on a municipal road and is not owned by a private or state entity.
- ☒ The proposed project includes matching funds from local or other sources

IV. Culvert/Stream Crossing Information

1. Municipality or Unorganized territory where project will take place:	Town of Bucksport, Maine	
2. GPS Location of crossing (Decimal degrees preferred) (Available on google maps by clicking the location on the map)	North	West
	44.622387	- 68.733478
3. Culvert/crossing location Name of the road on which the culvert/crossing is located and distance to the nearest intersection.	Crossing is located on Bucks Mills Road Approx. 200 feet West of its intersection with Turkey Path	
4. Watershed Location: List the HUC12 Watershed (can be found in Maine Stream Habitat Viewer), name of the stream, brook, or the water body the culvert is located on, and the downstream waterbodies it drains to.	HUC12 Watershed:	Orland River
	A. Waterbody name at project location ("Waterbody A"):	Whites Brook
	B. "Waterbody A" drains to:	Orland River
	C. "Waterbody B" drains to:	Penobscot River

5. Existing crossing information						
Existing culvert/crossing material: <input type="checkbox"/> plastic pipe <input type="checkbox"/> concrete pipe <input checked="" type="checkbox"/> corrugated metal pipe						
arch <input type="checkbox"/> concrete box culvert <input type="checkbox"/> stone/granite culvert <input type="checkbox"/> pipe						
<input type="checkbox"/> bridge or span <input type="checkbox"/> Other type (describe):						
Length:	Diameter (if round)	Width of crossing opening (span)	Height:	Approximate age of structure to be upgraded:		
Approx. 73'	84" (twin pipes)	2 X 84" Diameter Pipes		Unknown		
6. Proposed crossing information						
Proposed culvert/crossing material: <input type="checkbox"/> plastic pipe <input type="checkbox"/> concrete pipe <input type="checkbox"/> corrugated metal pipe						
arch <input type="checkbox"/> concrete box culvert <input type="checkbox"/> stone/granite culvert <input checked="" type="checkbox"/> pipe						
<input type="checkbox"/> bridge or span <input type="checkbox"/> Other type (describe):						
Length:	Diameter (if round)	Width of crossing opening (span)	Height:	If proposing a bridge/span		
				Clear Span	Total Span	
80' Long	N/A	20' clear span	11.9' max. height			
V. Scoring for Public Infrastructure Information (25 Points total):						
				Yes	No	
1. Has the crossing caused flooding or overtopping of the road in the last 10 years?				<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. How many times in the last 10 years? (indicate if approximate)		N/A				
3. Does this crossing regularly become obstructed by debris or require cleaning?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	
How often?		Annual debris cleaning				
4. Has the crossing been damaged by flooding in the last 10 years?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Do you have any photos of the flooding or damage? Please provide if available				<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Has the crossing ever partially or fully failed in the last 10 years?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. List any dates and describe the severity of flooding/damage associated with the crossing. Include the duration of any full or partial road closures.		Based upon discussions with Town officials and preliminary modeling the existing structure will surcharge. In 2010 the roadway above the crossing settled over a foot and required removal and reconstruction of the pavement structure. The road was closed for 2 days and the repair cost \$20,000.				
8. Describe any issues with the current condition of the crossing		The existing crossing is a corrugated metal structure and is showing signs of deterioration. Additionally, the inlet end section of one of the culverts is significantly damaged.				
9. In how many years from now do you estimate the culvert/crossing would have a complete failure, a complete collapse, or total washout?		Less than 1 year	1-3 years	3-5 years	5-10 years	10+ years
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Would any homes, businesses, or critical infrastructure be <u>completely cut-off from access</u> if the crossing were to completely fail?				Yes	No	
				<input type="checkbox"/>	<input checked="" type="checkbox"/>	

11. If the culvert/crossing fails, how many businesses, or other critical infrastructure would be completely cut off or require a detour? (Note: see definition of "cut off" in RFP#201903060)	Homes		Businesses		Critical Infrastructure	
	Detour	Cut-off	Detour	Cut-off	Detour	Cut-off
	50	--	4	--	5	--

12. Using the space below, discuss what impacts would occur if the culvert/crossing were to fail.
 For instance, are there critical public services (fire or police station, hospital, school, public works facility) located on this road that would be cutoff or required to detour?
 All emergency services are located on the same side of the crossing. An additional ten (10) minutes of response time would be required during a detour situation. If similar piping/settlement failure were to occur (as it did in 2010), there is the potential for vehicular damage or injury to traveling public.

13. Approximately how many vehicles per day travel this road (if known)? 500 (approx.)

14. If an alternate route exists, what is the minimum distance to travel from one side of the crossing along a detour to access the other side of the crossing? 6.6 miles

15. Using the space below, discuss any other safety concerns about the existing culvert/crossing.

VI. Environmental Scoring Criteria (50 Points total):

	Yes	No
1. Are fish present in the stream?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source(s) of Information: <input type="checkbox"/> MDIFW <input type="checkbox"/> MDMR <input checked="" type="checkbox"/> Maine Stream Habitat Viewer <input type="checkbox"/> Other (describe):		
2. Has this crossing been identified by the Maine Stream Habitat Viewer, MDIFW, MDMR, or another qualified entity as a barrier to fish passage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provide source of barrier information	Maine Stream Habitat Viewer	
3. Is the existing culvert/crossing surveyed on Maine Stream Habitat Viewer? http://webapps2.cgis-solutions.com/MaineStreamViewer/	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, what is the Maine Stream Habitat Viewer Crossing ID# for the crossing proposed for upgrade?	1011	

4. What is the Maine Stream Habitat Viewer Crossing ID# for the crossings upstream and downstream of the proposed upgrade?	Upstream Crossing ID# 1012	Downstream Crossing ID# 1233
Are these considered to be a barrier to fish passage?	<input type="checkbox"/> Barrier <input checked="" type="checkbox"/> Partial/Potential Barrier <input type="checkbox"/> Not a Barrier	<input type="checkbox"/> Barrier <input type="checkbox"/> Partial/Potential Barrier <input checked="" type="checkbox"/> Not a Barrier
5. Distance to the next barrier identified by the Maine Stream Habitat Viewer (miles)?	Upstream 0.6	Downstream 1.7
6. Indicate if any of the following species have been identified above or just below the crossing.		
<input checked="" type="checkbox"/> Wild brook trout <input type="checkbox"/> Sea-run brook trout <input checked="" type="checkbox"/> Atlantic salmon (sea-run) <input type="checkbox"/> Atlantic salmon (landlocked) <input checked="" type="checkbox"/> Alewives <input type="checkbox"/> Blueback herring <input type="checkbox"/> American eels <input type="checkbox"/> Sea-run rainbow smelt <input type="checkbox"/> other diadromous species (list): _____		
		Yes No
7. Have you contacted MDMR regarding this stream and crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, please include any relevant information they provided or attach letter of support		
8. Have you contacted MDIFW regarding this stream and crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, please include any relevant information they provided or attach letter of support		
9. Are there any state or federal Threatened or Endangered species (aquatic or terrestrial) according to Beginning with Habitat Map Viewer within 1 mile of this crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, list identified presence or habitat(s):		
10. Is the project adjacent to other significant resources (e.g. Significant Wildlife Habitat, significant fisheries, "Heritage" waters, alewife ponds, etc.) according to the Maine Stream Habitat Viewer or Beginning with Habitat Map Viewer?		<input checked="" type="checkbox"/> <input type="checkbox"/>
If yes, list identified resource(s):	Inland Wading Bird and Waterfowl Habitat	

		Yes	No
11. Have any priority habitats such as spawning areas been identified by the Maine Habitat Stream Viewer, MDIFW, or MDMR?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, List habitats identified and source of information:	Wild Brook Trout Habitat - MSHV Atlantic Salmon Rearing Habitat (Modeled) - MSHV Alewife Habitat (Documented) - MSHV		
12. Is the current crossing undersized?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, how was this determined and what was the metric used?	The Bankfull width of the stream is approximately 13'. The two 84" round pipes impact the stream bank morphology at the inlet and outlet of the crossing. Scour and erosion is evident, particularly at the outlet where the channel splits.		
13. Will the new crossing be sized to be greater than 1.2 times the bankfull width of the stream?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. What is the bankfull width of the stream? (enter values from each method used below)			
Maine Stream Habitat Viewer (estimated value) http://webapps2.cgis-solutions.com/MaineStreamViewer/	Stream Stats (estimated value) https://streamstats.usgs.gov/ss/	Other Hydraulic & Hydrologic analysis (if performed)	Measured Bankfull Width
16.1	16.0		13'
15. Will the new crossing contain an open bottom?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Will the new crossing be embedded below the stream bed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. If the new crossing will be embedded, is stream bed backfill proposed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, how will material used for streambed backfill be determined?	The stream bed material will be specified using the US Forest Service Stream Simulation methodology. This includes the specification for the mobile bed and key piece sizing.		
18. Will the new crossing contain constructed stream banks within the structure?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Will this new crossing meet Maine DOT 100-yr flood criteria?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Is the upstream or downstream habitat degraded due to this crossing's orientation, slope, or sizing? (e.g. large scour pool, instability or stream bank erosion, significant downstream sedimentation, etc.)		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe:	Outlet scour and erosion, as well as a hung outlet. Undersized openings result in increased susceptibility to clogging by debris. Of particular note is the split flow and channel at the outlet.		
21. Is the crossing located on a stream or reach where other culvert/crossing upgrades have been performed within the last 5 years leading to improved fish passage?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, describe any additional biological, ecological, or cost-saving benefits that could result from the current project:			

22. Describe any reasons the crossing or the waterbody should be considered a priority for restoration, including any input from Maine DMR or Maine IF&W Biologists:

Stubbs Brook is a tributary to the Orland River. The Orland River is a priority habitat for restoration by The Nature Conservancy in partnership with NOAA Fisheries. As a main tributary to the Penobscot River, the Orland River is viewed as a valuable potential restoration area for sea-run Atlantic Salmon.

23. Provide other information about the design or importance of the proposed project that benefits fish and/or wildlife such as terrestrial passage, stream banks within the structure, stream simulation design, or other factors:

The project is being designed based upon the US Forest Services "Stream Simulation" manual. This methodology aims to provide continuous stream morphology and connectivity of aquatic habitats across road stream crossings.

VII. Cost & Budget Information Scoring Criteria (25 Points total):

1. How much money has been spent on physical repairs within the last 10 years on the culvert/crossing (exclude normal maintenance costs such as painting).

Cleaning and debris removal and Settlement repairs - \$30,000

2. Describe the types of expenditures made on repairs

The most common repair is removal of debris (sticks, logs, organic materials, etc.) trapped at the inlet of the culverts. However, major repair was required in 2010 due to settlement from piping erosion

Yes No

3. Do you have engineered design plans and construction specifications for the replacement culvert/crossing?

☒

☐

If yes, identify who designed the plans, and when the plans were completed.

Acadia Civil Works

NOTE: If the new crossing will be greater than 10 feet in width, State Law requires MaineDOT inspect and stream crossing structures. If the new crossing will be over 20 feet in width (measured from abutment to abutment along the centerline of the road), you must request that the Maine Department of Transportation (MDOT) take responsibility for the structure.

Contact MaineDOT Bridge Maintenance Engineer Ben Foster at (207) 624-3000.

4(a). Is the structure over 10 feet in width measured along the center line of the road?

☒

☐

4(b). Have you contacted MaineDOT's Bridge Program?

☐

☒

5. This project will likely require a permit from the Army Corps of Engineers. Have you contacted Army Corps regarding this project?

☐

☒

6. Have you submitted an application to Army Corps of Engineers?

☐

☒

7. Do you already have a permit in-hand from Army Corps of Engineers?

☐

☒

8. What is the anticipated construction duration?

Construction will likely occur over the course of one (1) to two (2) months during the low flow summer period (July 15 to Oct 1).

9. If awarded, when is construction anticipated to begin? (Keep in mind that the typical window for in-water work is July 15-October 1)	Start Date: July 15, 2021	Completion Date: September 2021
10. Provide any additional information regarding the efficiency and cost-effectiveness of the project in the space below:		
<p>The Nature Conservancy has retained Acadia Civil Works to prepare the enclosed preliminary design on behalf of the Town of Bucksport. The Town of Bucksport will be providing substantial funds (approx. \$250,000) to match the requested \$95,000 award.</p>		
11. Provide any additional information as to why this project should be funded by a public infrastructure grant in the space below:		
<p>The Stubbs Brook Crossing in the Town of Bucksport is located on a high-priority and significant value aquatic habitat area. The grant award will be invested into a project that will produce real and meaningful aquatic habitat restoration which will be a statewide public benefit. In addition, the Town of Bucksport will benefit from assistance toward the maintenance and repair of their local transportation infrastructure, including providing enhanced service to the properties located on Jacob Buck Pond Road.</p>		

VIII. Checklist for attachments and supplemental materials

1. Photos of the existing culvert crossing:

- ☒ Photos showing condition of culvert/crossing.
- ☒ Photos showing downstream side of culvert/crossing looking at the crossing and downstream from the crossing (including water level at end of culvert). If possible, include photos of the inside of the crossing structure
- ☒ Photos showing inlet side of culvert/crossing looking at the crossing and downstream from the crossing (including water level at end of culvert/crossing).
- ☒ Photos showing safety conditions such as failures, flooding, sinkholes, collapsing structures, erosion undermining, etc. (if available)

2. Maps

- ☒ A location map with the project location clearly marked, including the water body(s), town(s), and road names
- ☒ An aerial photo showing the location of the crossing with bankfull width reference locations within the stream noted

3. Diagrams, plans, and attachments

- ☒ A plan view sketch or plan of the existing and proposed crossings showing, at a minimum: the roadway, culvert location, and stream showing the alignment of the stream and crossing with respect to the roadway (include arrows showing the direction of stream flow), and the proposed location of any cofferdams and dewatering areas. This does not have to be professionally prepared;
- ☒ **OPTIONAL:** A longitudinal profile of the stream with stream slope (%);
- ☒ **OPTIONAL:** A cross section along the length of the proposed culvert showing the roadway, embedment amount, location of any footings, and amount of road cover; or any conceptual or engineering plans developed.

4. Other submissions

- ☒ Attach a copy of the StreamStats (<https://streamstats.usgs.gov/ss/>) Basin Characteristics Report for "Bankfull Statistics" and "Peak-Flow Statistics" at the crossing location.
- ☒ Attach a document containing the "Layer details" for the crossing from Maine Stream Habitat Viewer (<http://webapps2.cgis-solutions.com/MaineStreamViewer/>)
- ☒ **OPTIONAL:** Any letters of support from natural resource agencies or organizations, public safety, or other notable supporting organizations

State of Maine
Department of Environmental Protection
COST PROPOSAL FORM
RFP# 201903060

2019 Grants for Stream Crossing Public Infrastructure Improvements

Bidder's Organization Name:	Town of Bucksport, Maine
------------------------------------	--------------------------

Instructions: The cost proposal must include: the total amount of funds requested under this RFP, the total cost of the project to completion, and the amount of local matching funds dedicated to the project.

The cost proposal may not exceed \$95,000. Local matching funds must be included. The Department cannot fund 100% of any project.

1. Total Amount of Funds being Requested	\$ 95,000
2. Total Matching Funds Committed to Project	\$ 255,000
3. Total Cost to Complete Proposed Project (total of items 1&2 above)	\$ 350,000
4. All Sources of Matching Funds (list):	Town of Bucksport Municipal Revenue

Budget Items	
5. Total Engineering Costs	\$20,000
6. Permitting and Bidding	\$5,000
7. Erosion & sediment controls (including de-watering, stream bypass, cofferdams, temporary and permanent stabilization measures)	\$25,000
8. All other items	\$300,000


State of Maine
Department of Environmental Protection
DEBARMENT, PERFORMANCE and NON-COLLUSION CERTIFICATION
RFP# 201903060
2019 Grants for Stream Crossing Public Infrastructure Improvements

Bidder's Organization Name:	Town of Bucksport, Maine
------------------------------------	--------------------------

By signing this document, I certify to the best of my knowledge and belief that the aforementioned organization, its principals and any subcontractors named in this proposal:

- a. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.*
- b. Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:*
 - i. Fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.*
 - ii. Violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;*
 - iii. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and*
 - iv. Have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.*
- c. Have not entered into a prior understanding, agreement, or connection with any corporation, firm, or person submitting a response for the same materials, supplies, equipment, or services and this proposal is in all respects fair and without collusion or fraud. The above-mentioned entities understand and agree that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards.*

Failure to provide this certification may result in the disqualification of the Bidder's proposal, at the discretion of the Department.

Name (Print): Ms. Susan Lessard	Title: Town of Bucksport, Town Manager
Authorized Signature: 	Date: 11-12-19

Maine Stream Habitat Viewer - Layer Details

Crossings and Barriers: Crossings

Site ID: 1011
Crossing Type: Multiple Culvert
Crossing Class: Barrier
Survey Date: 08/06/2007
Stream: Stubbs Brook
Town: Bucksport
County: Hancock
Road: Jacob Buck Pond

Detailed Stream Crossing Information

Latitude: 44.63181
Longitude: -68.76704
Road Type: Paved
Road Class: Town
Number Of Culverts: 2
Crossing Condition: Poor
Structure Type: Round Culvert
Material: Metal
Inlet Grade: At Stream Grade
Inlet Width (ft): 6.20
Inlet Water Depth (ft): 0.60
Inlet Height (ft): 6.90
Crossing Length (ft): 66.00
Outlet Grade: Free Fall
Outlet Width (ft): 7.00
Outlet Water Depth (ft): 0.30
Outlet Drop (ft): 0.20
Outlet Height (ft): 7.10
Structure Substrate Matches Stream: None
Physical Barriers: Deformation
Physical Barrier Severity: Minor
Road Fill Height (ft): -1.00
Total Opening Width (ft): 13.50
Area of Opening (sq ft): 71.70
Estimated Bankfull Width (ft): 16.10
Upstream Blocked Miles: 1.17
Upstream Total Miles: 6.40
Upstream Barriers: 7
Downstream Barriers: 1

Potential Effects of this Crossing

Atlantic Salmon Modeled 100 sq m Habitat
Units Blocked: 18.45
Alewife Pond Acres Blocked: 78.70
Wild Eastern Brook Trout Habitat: Yes
Rainbow Smelt Habitat: No data
Tidal Marsh: No data

Other Habitat Considerations

Beginning with Habitat Connectors: Yes
Threatened Endangered or Rare Species: No data
Non-Native Fish: Potential Downstream
Tidal Waterfowl & Wading Bird Habitat: No data
Inland Waterfowl & Wading Bird Habitat: No data
Beginning with Habitat Focus Area: No data

Watersheds

HUC 12 Subwatershed Name: Orland River
HUC 10 Watershed Name: Penobscot River-
Penobscot Bay
HUC 8 Sub-basin Name: Lower Penobscot
HUC 6 Basin Name: Penobscot

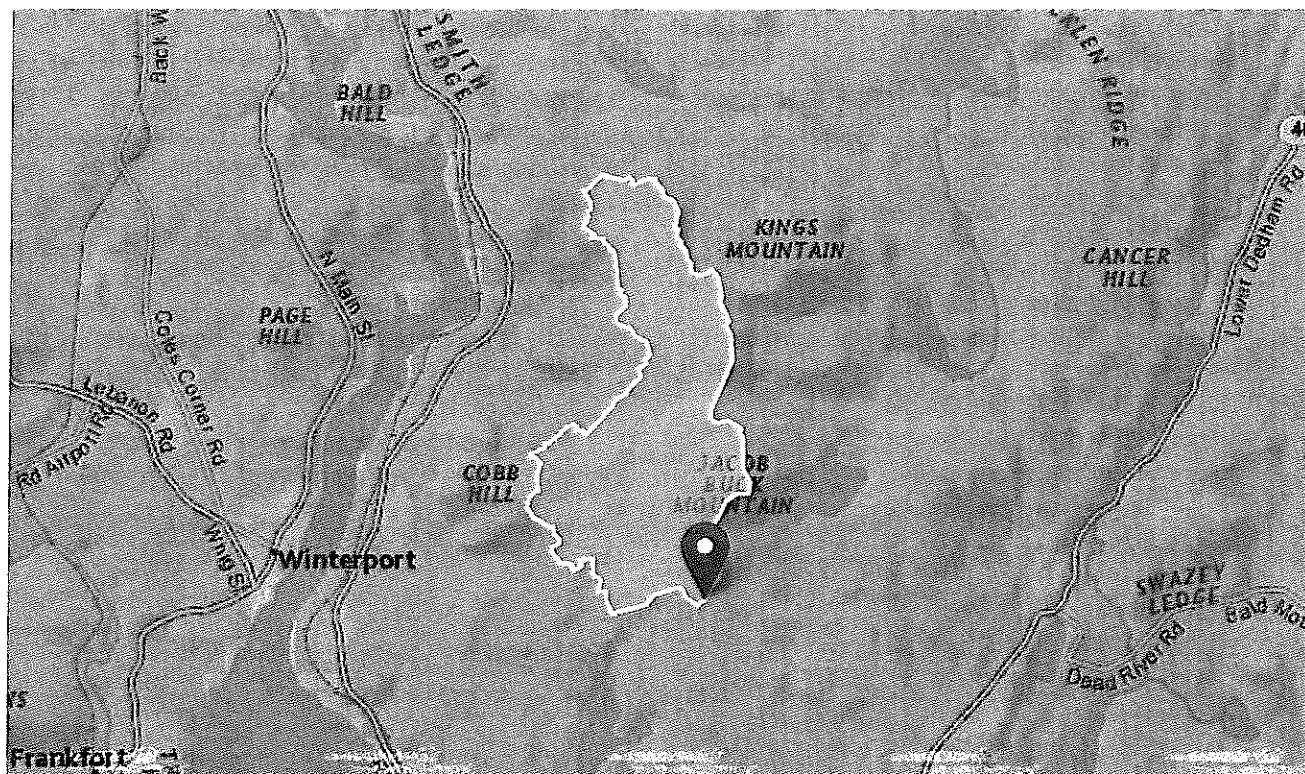
Bucksport, ME - Jacob Buck Pond Road Crossing of Stubbs Brook - StreamStats Report

Region ID: ME

Workspace ID: ME20191112161941864000

Clicked Point (Latitude, Longitude): 44.63180, -68.76720

Time: 2019-11-12 11:20:00 -0500



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	4.1	square miles
STORNWI	Percentage of storage (combined water bodies and wetlands) from the National Wetlands Inventory	10	percent
BSLDEM10M	Mean basin slope computed from 10 m DEM	10.8	percent
CENTROIDX	Basin centroid horizontal (x) location in state plane coordinates	517657.86	meters

Parameter Code	Parameter Description	Value	Unit
CENTROIDY	Basin centroid vertical (y) location in state plane units	4944584.02	meters
COASTDIST	Shortest distance from the coastline to the basin centroid	57	miles
ELEV	Mean Basin Elevation	318.2	feet
ELEVMAX	Maximum basin elevation	709.5	feet
LC06WATER	Percent of open water, class 11, from NLCD 2006	3.13	percent
LC11DEV	Percentage of developed (urban) land from NLCD 2011 classes 21-24	4.27	percent
LC11IMP	Average percentage of impervious area determined from NLCD 2011 impervious dataset	0.58	percent
PRECIP	Mean Annual Precipitation	42.9	inches
SANDGRAVAF	Fraction of land surface underlain by sand and gravel aquifers	0	dimensionless
SANDGRAVAP	Percentage of land surface underlain by sand and gravel aquifers	0	percent
STATSGOA	Percentage of area of Hydrologic Soil Type A from STATSGO	3.44	percent

Bankfull Statistics Parameters (Central and Coastal Bankfull 2004 5042)

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	4.1	square miles	2.92	298

Bankfull Statistics Flow Report (Central and Coastal Bankfull 2004 5042)

Statistic	Value	Unit
Bankfull Streamflow	22.8	ft ³ /s
Bankfull Width	16	ft
Bankfull Depth	0.96	ft
Bankfull Area	15.3	ft ²

Bankfull Statistics Citations

Dudley, R.W.,2004, Hydraulic-Geometry Relations for Rivers in Coastal and Central Maine: U.S. Geological Survey Scientific Investigations Report 2004-5042, 30 p
(<http://pubs.usgs.gov/sir/2004/5042/pdf/sir2004-5042.pdf>)

Peak-Flow Statistics Parameters[Statewide Peak Flow DA LT 12sqmi 2015 5049]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	4.1	square miles	0.31	12
STORNWI	Percentage of Storage from NWI	10	percent	0	22.2

Peak-Flow Statistics Flow Report[Statewide Peak Flow DA LT 12sqmi 2015 5049]

PIl: Prediction Interval-Lower, PIu: Prediction Interval-Upper, SEp: Standard Error of Prediction, SE: Standard Error (other -- see report)

Statistic	Value	Unit	SEp
1.01 Year Peak Flood	41.5	ft ³ /s	38
2 Year Peak Flood	141	ft ³ /s	34
5 Year Peak Flood	222	ft ³ /s	35
10 Year Peak Flood	279	ft ³ /s	37
25 Year Peak Flood	366	ft ³ /s	39
50 Year Peak Flood	427	ft ³ /s	41
100 Year Peak Flood	500	ft ³ /s	42
250 Year Peak Flood	564	ft ³ /s	44
500 Year Peak Flood	672	ft ³ /s	47

Peak-Flow Statistics Citations

Lombard, P.J., and Hodgkins, G.A.,2015, Peak flow regression equations for small, ungaged streams in Maine— Comparing map-based to field-based variables: U.S. Geological Survey Scientific Investigations Report 2015-5049, 12 p. (<http://dx.doi.org/10.3133/sir20155049>)

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty

expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.3.8

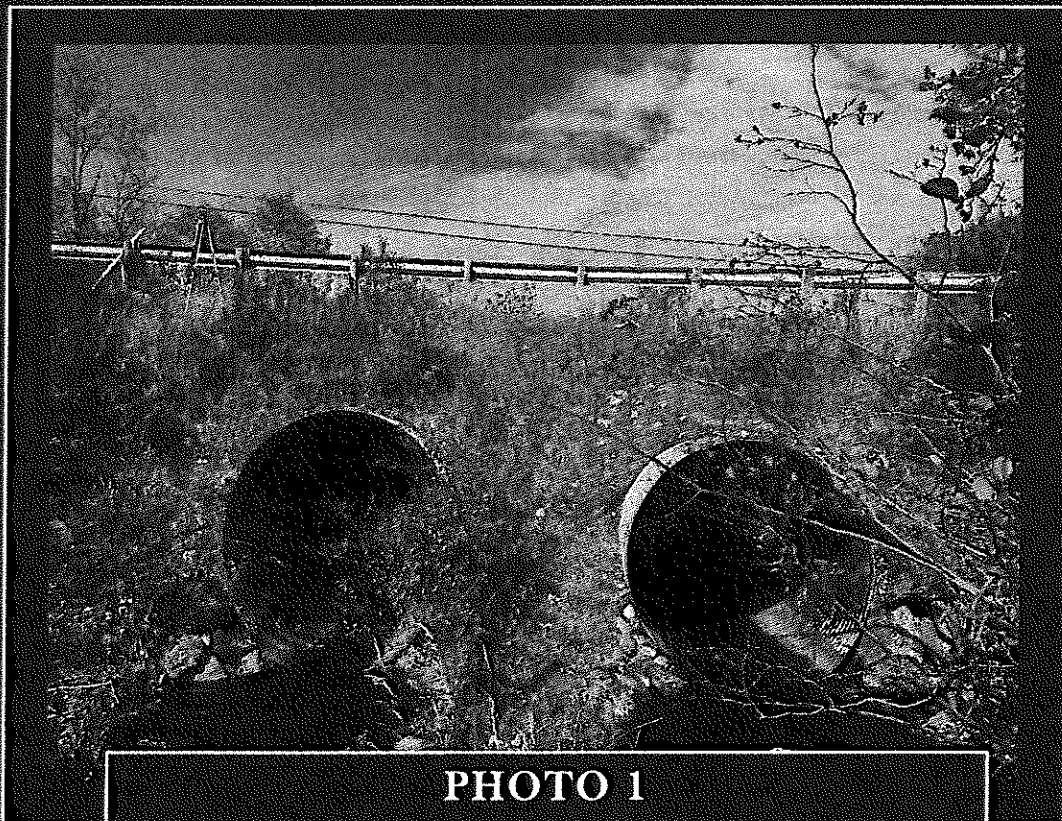


PHOTO 1

View of Culvert Outlets

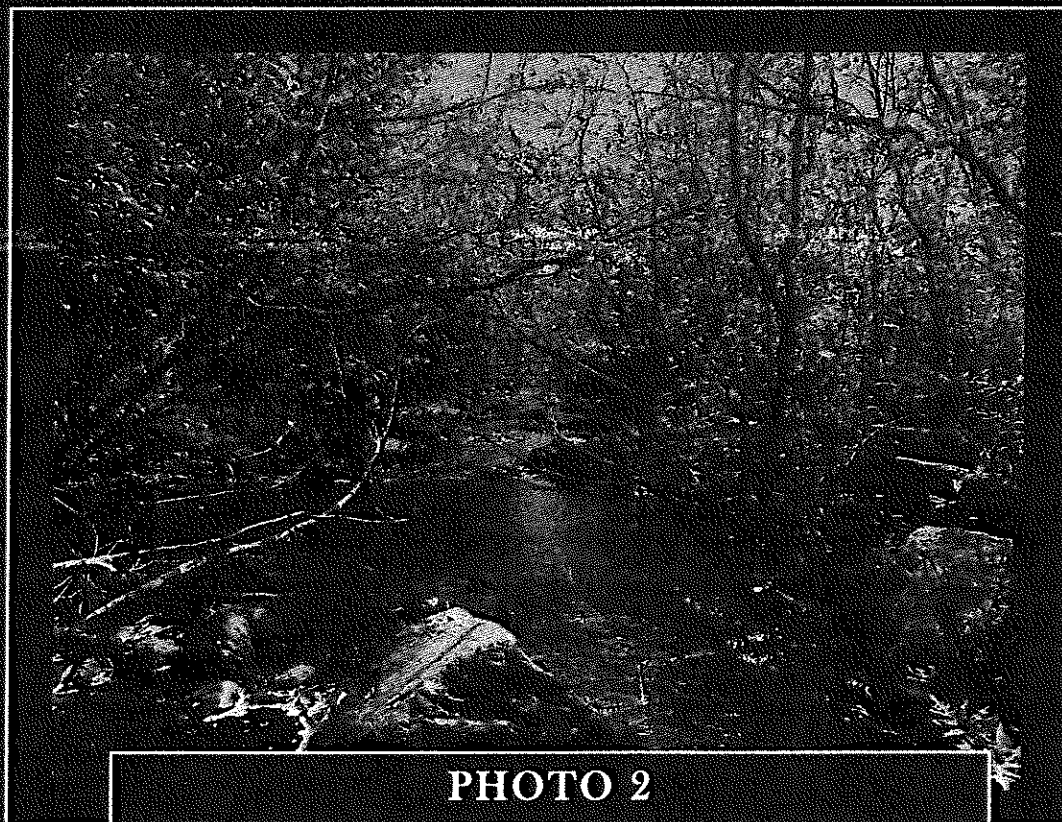


PHOTO 2

View of Stubbs Brook Downstream of Culverts



PHOTO 3

Inlet of Culvert #1

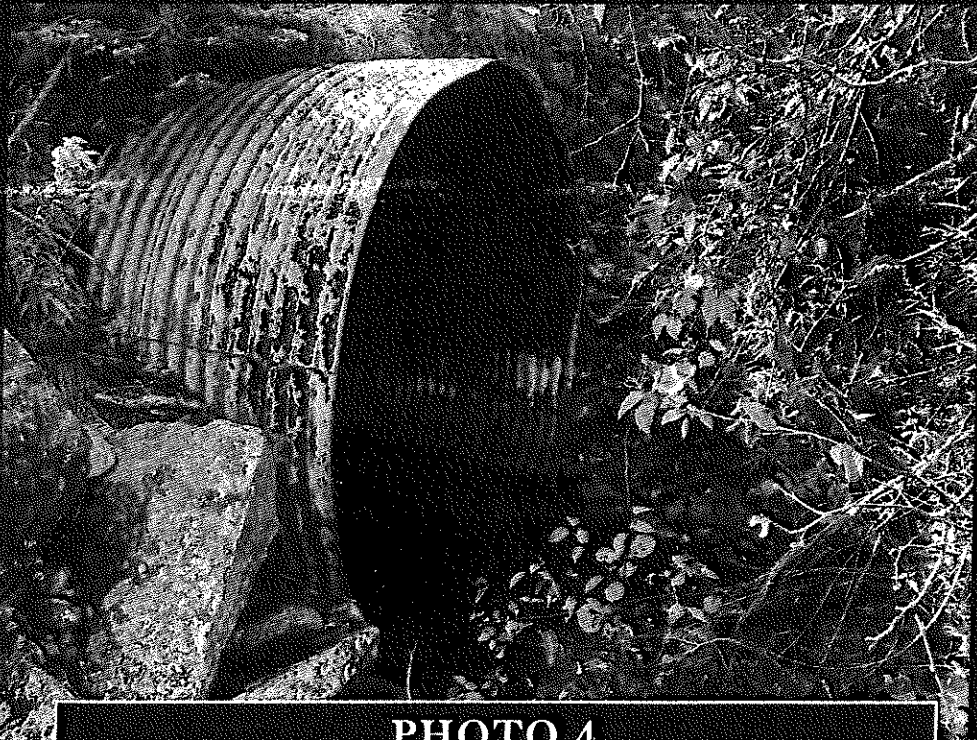


PHOTO 4

Inlet of Culvert #2

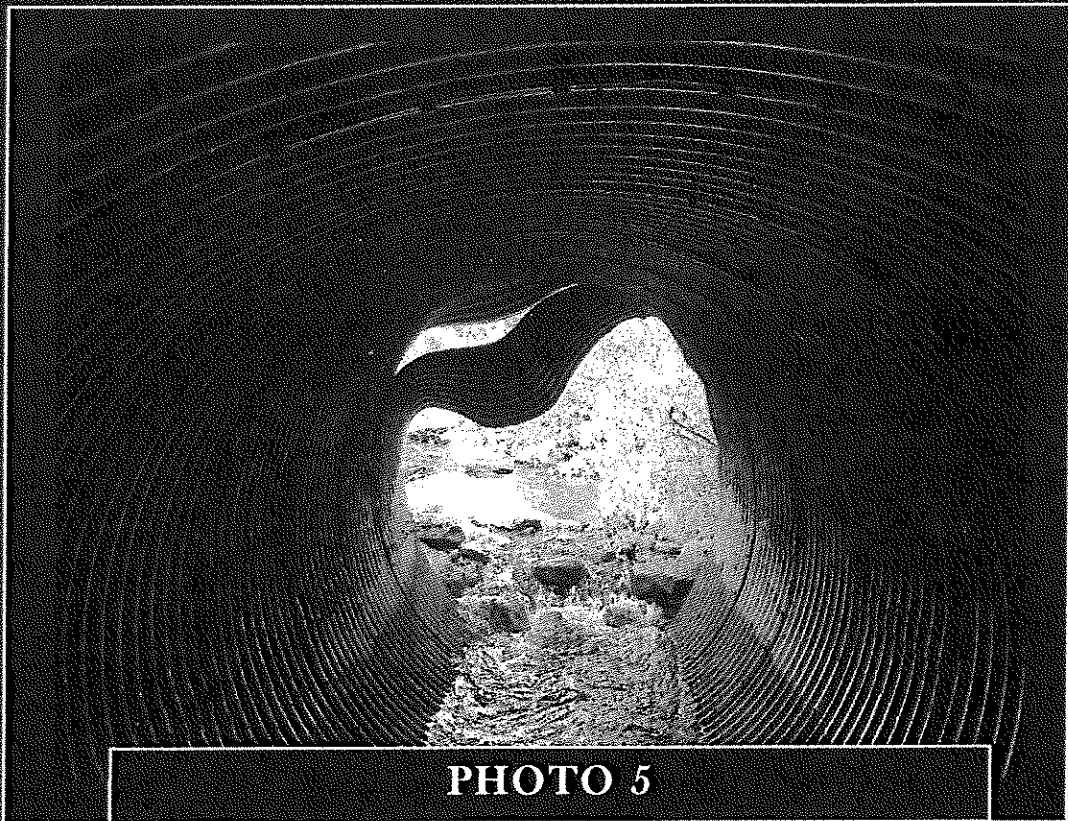


PHOTO 5

Interior of Culvert #1 Looking Upstream

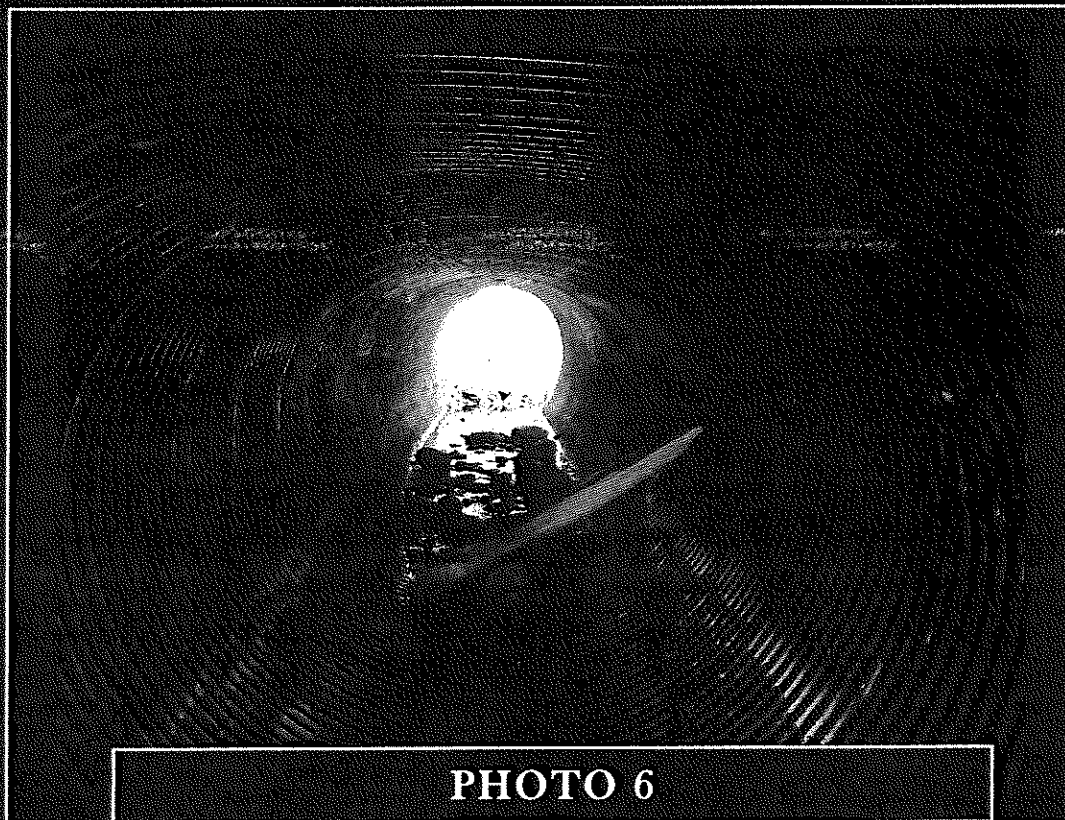


PHOTO 6

Interior of Culvert #2 Looking Upstream

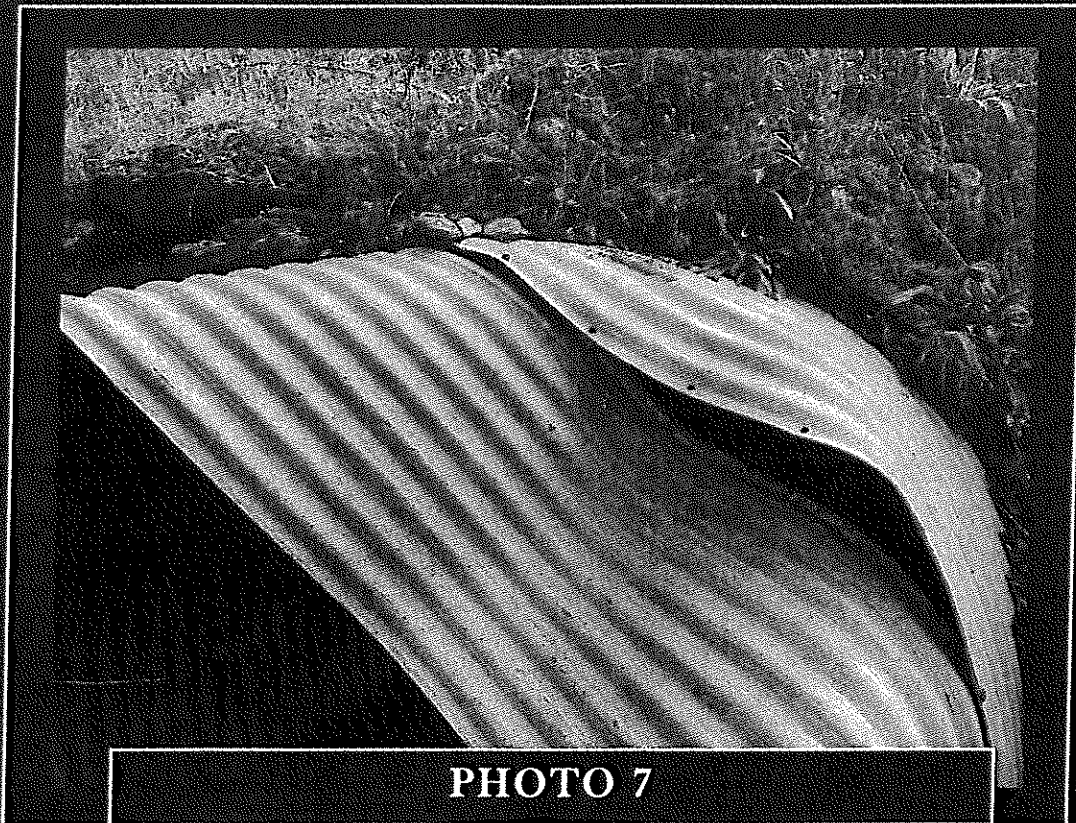


PHOTO 7

Damaged Inlet at Culvert #1

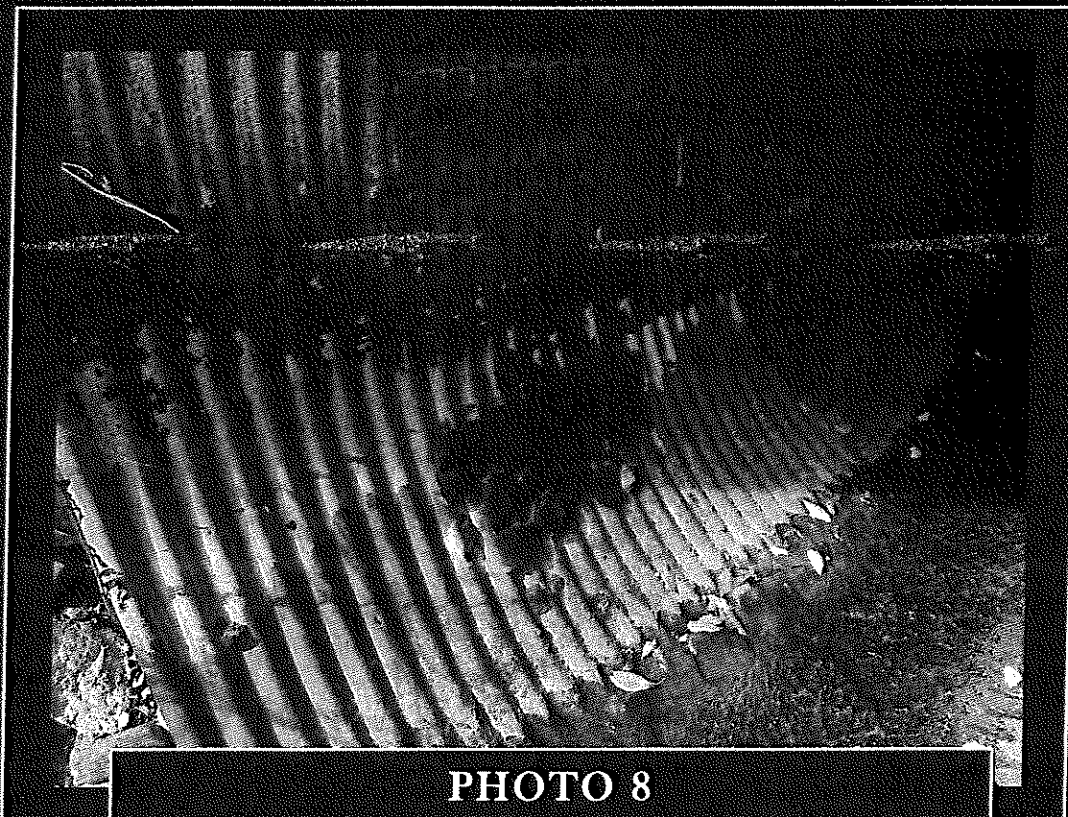


PHOTO 8

Asphalt Lining Deteriorated and leading to
Corrosion of Metals (typical both culverts)

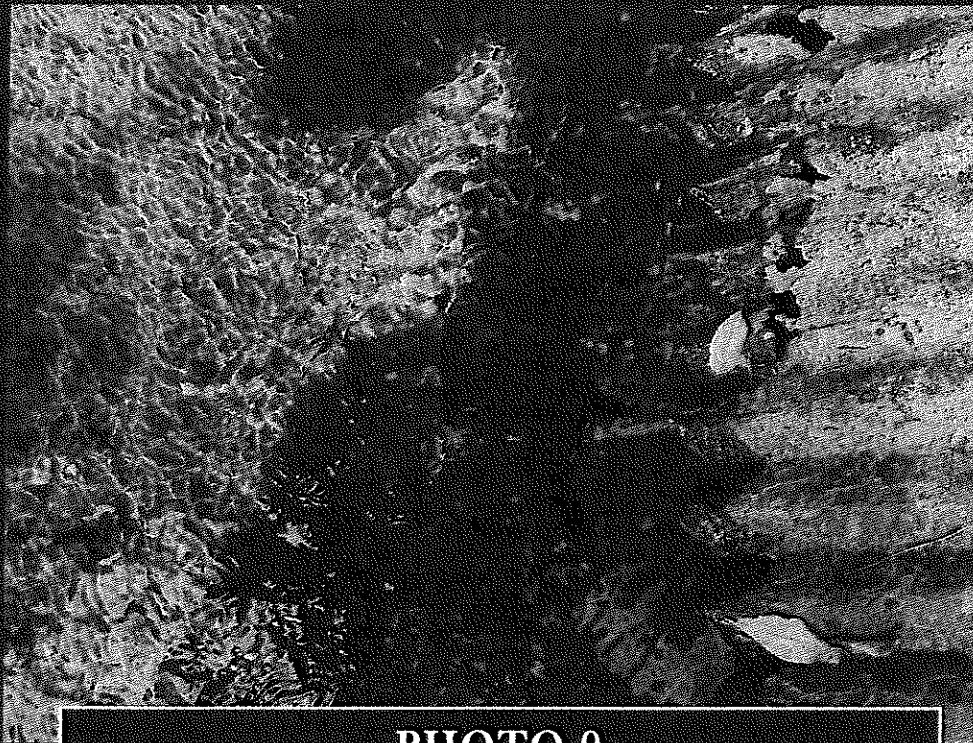


PHOTO 9

Portions of Culvert #2 with Corrosion

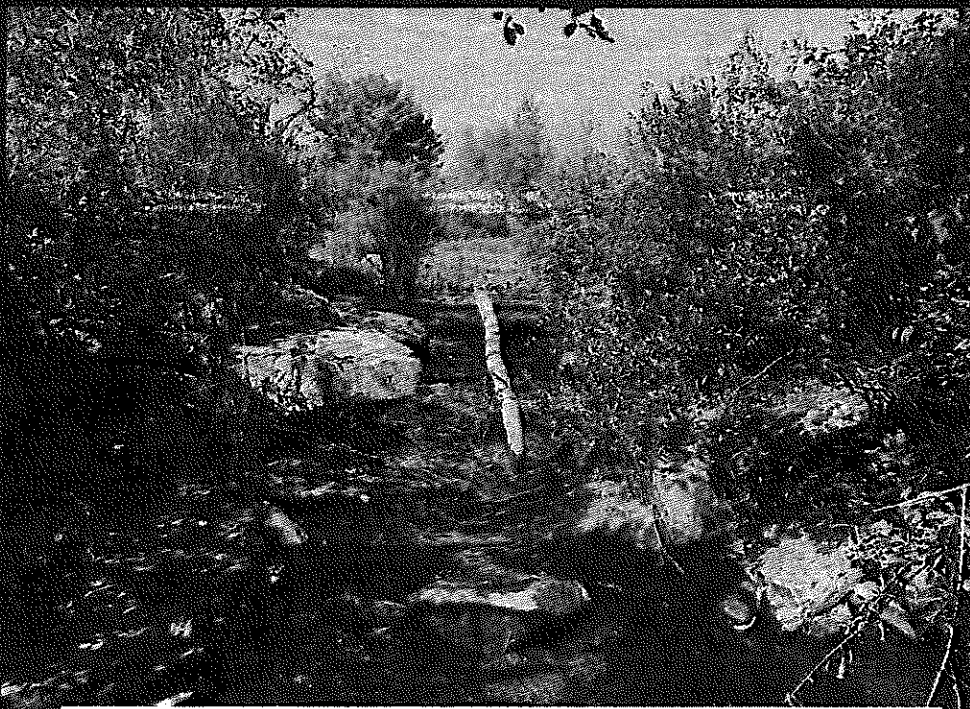


PHOTO 10

Existing Stone Dam Upstream of Culverts



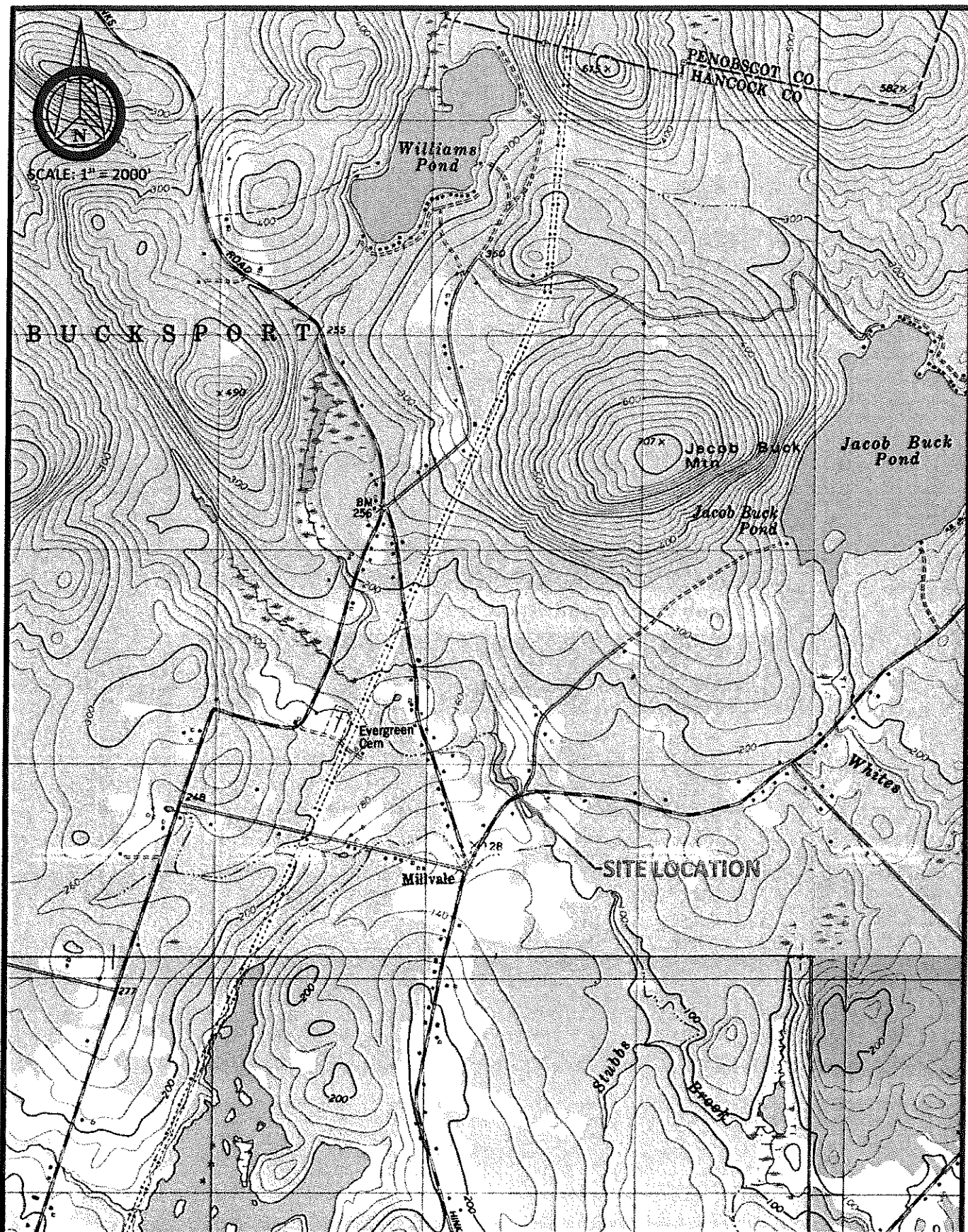
PHOTO 11

Jacob Buck Pond Road at Crossing (looking East)



PHOTO 12

Stubbs Brook Upstream of Stone Dam



ACW
ACADIA CIVIL WORKS

SITE LOCATION MAP
JACOB BUCK POND ROAD CROSSING
BUCKSPORT, ME NOVEMBER 2019

SK-1



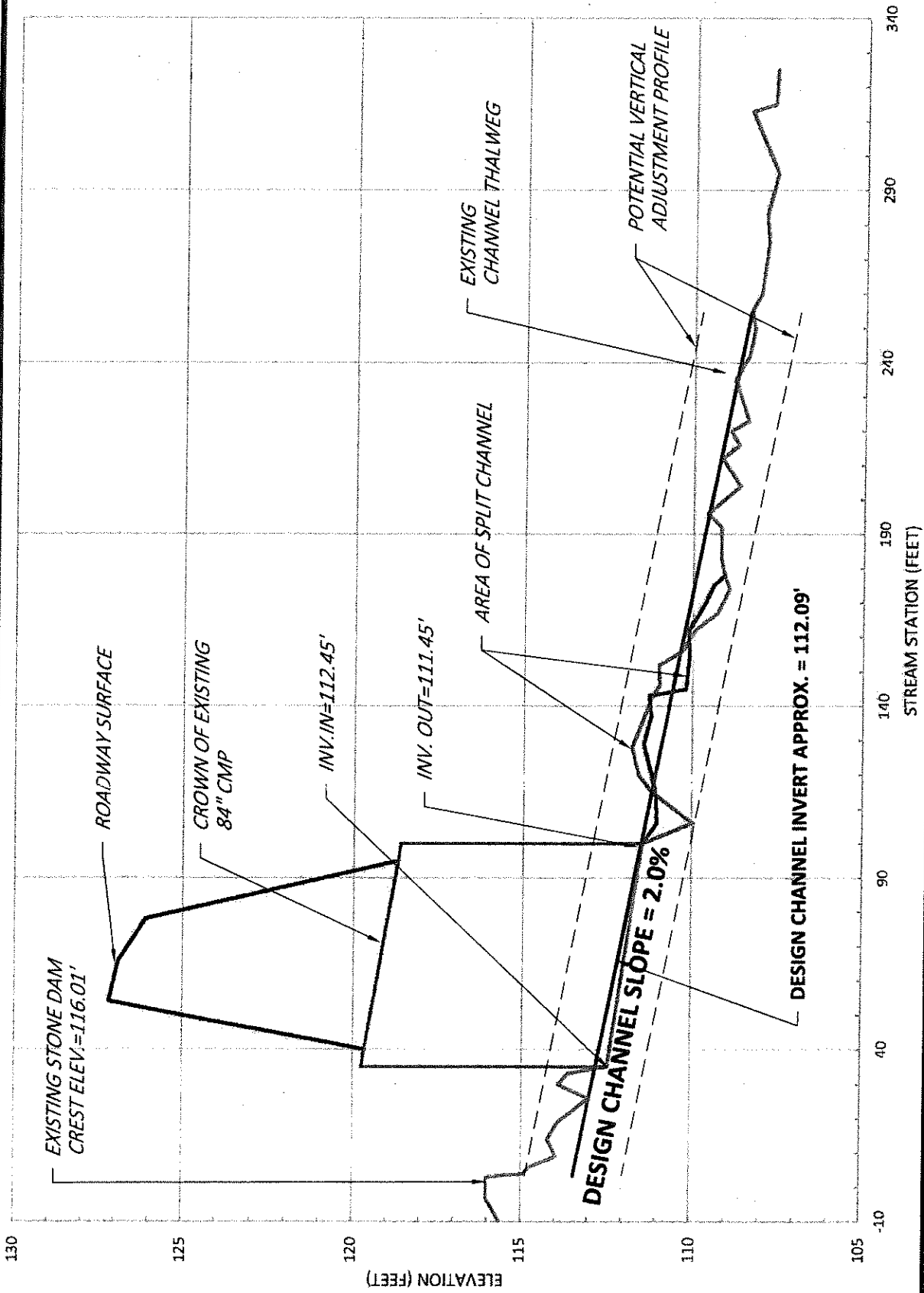
**REFERENCE
CHANNEL
LOCATION
(SEE SK-4)**

SK-2

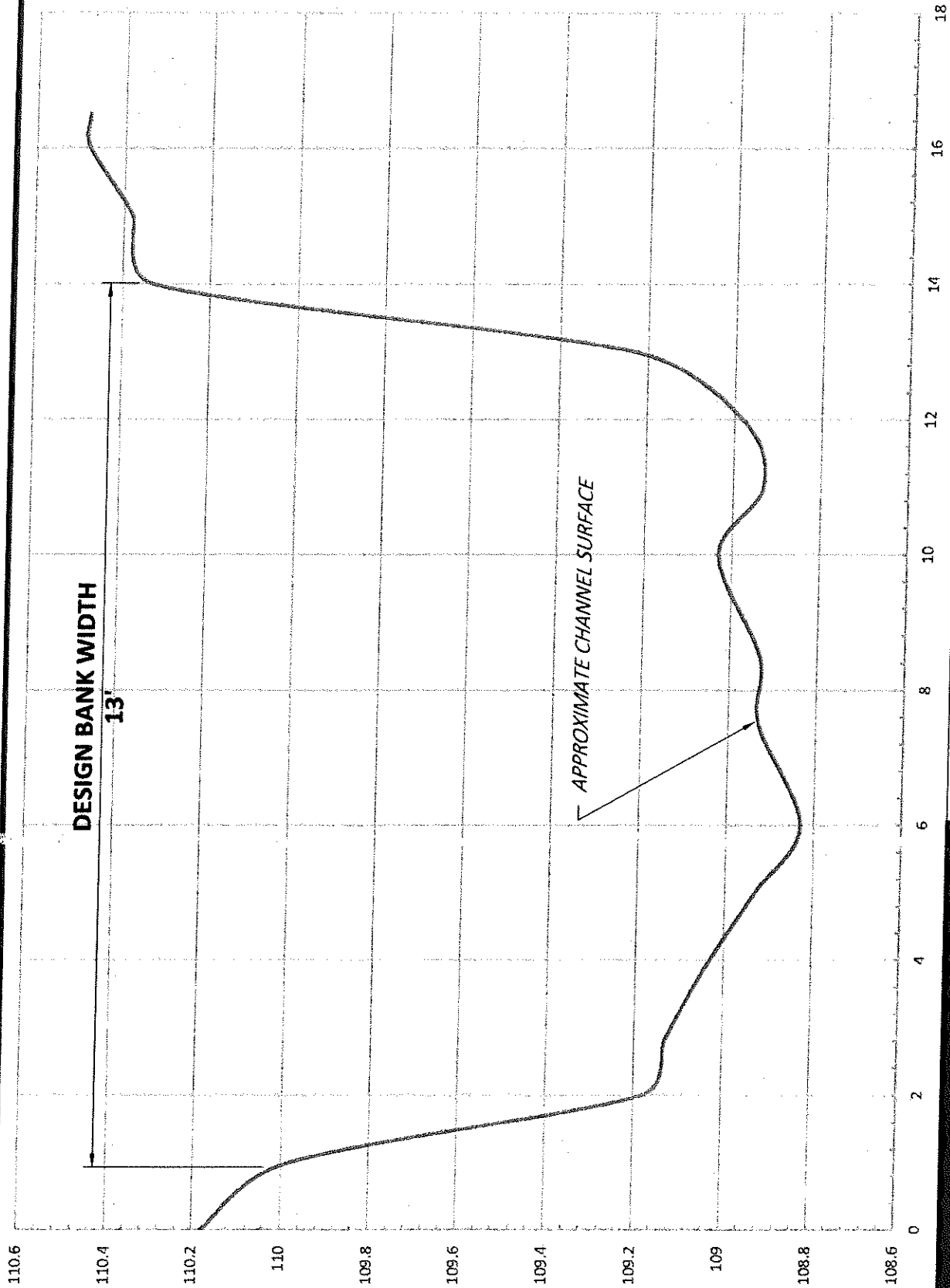
STREAM PROFILE
JACOB BUCK POND ROAD CROSSING

BUCKSPORT, ME NOVEMBER 2019

(207) 212-9350
PO Box 212
Leeds, Maine
acadiacivilworks.com



ACADIA CIVIL WORKS



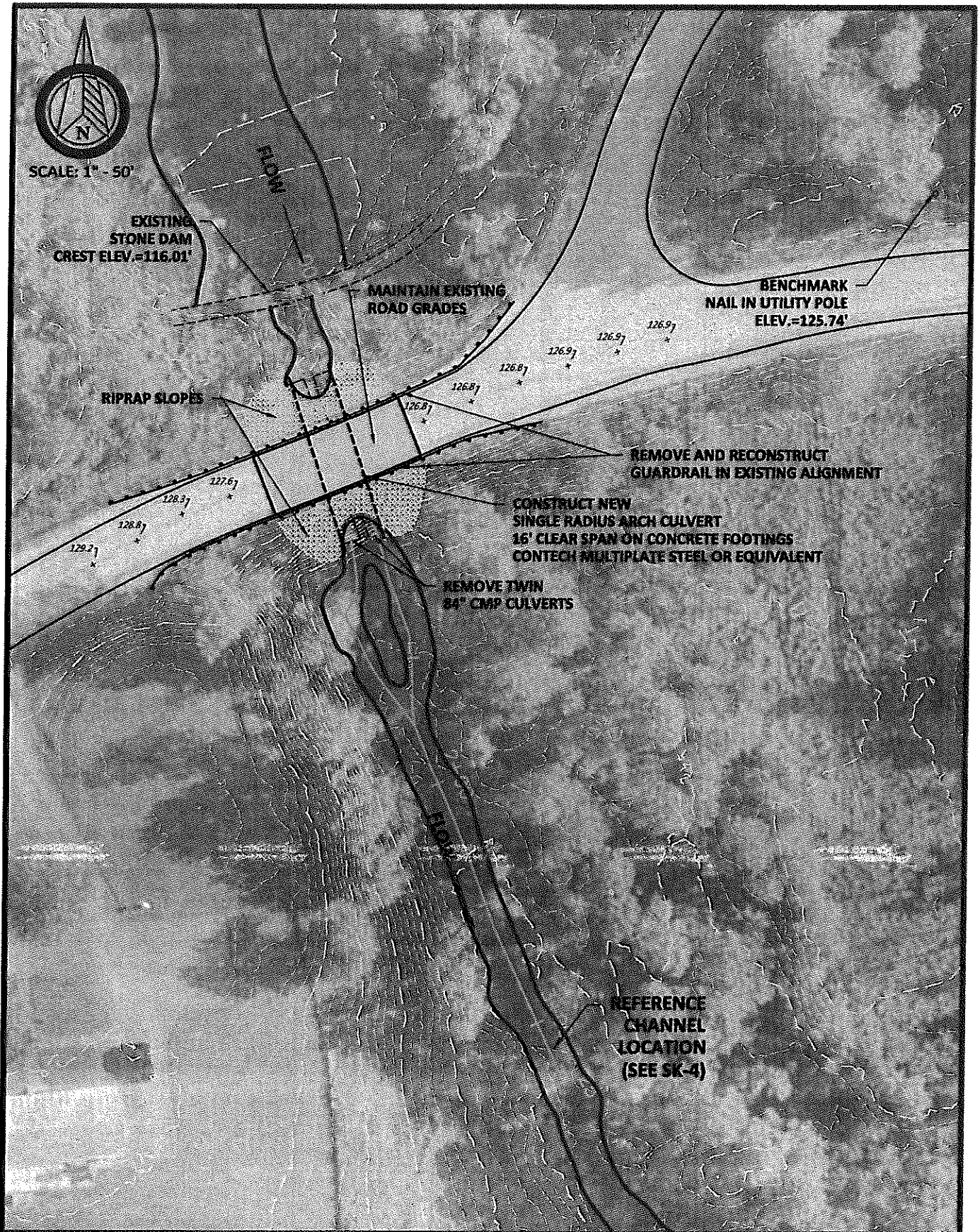
(207) 212-9350
PO Box 212
Leeds, Maine
acadiacivilworks.com

ACW
ACADIA CIVIL WORKS
INCORPORATED

STREAM CROSS-SECTION (STA. 3+13)
JACOB BUCK POND ROAD CROSSING

BUCKSPORT, ME NOVEMBER 2019

SK-4



SK-6

PROPOSED CROSS SECTION
JACOB BUCK POND ROAD CROSSING

BUCKSPORT, ME NOVEMBER 2019

(207) 212-9350
PO Box 212
Leeds, Maine
acaciaworks.com

ACW

ACADIA CIVIL WORKS
INCORPORATED

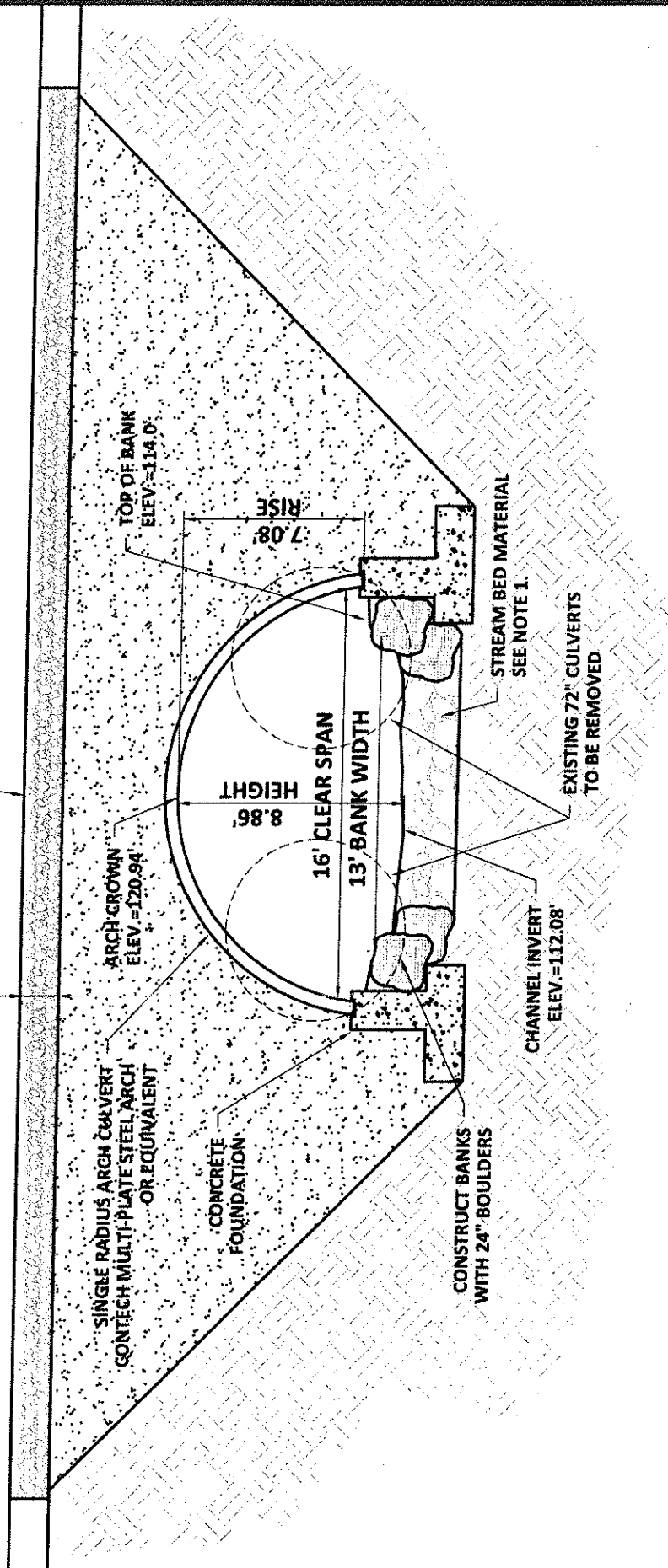
SCALE: 1" = 6'

NOTES:

- 1) THE STREAM BED MATERIAL SHALL BE SPECIFIED BASED UPON US FOREST SERVICE STREAM SIMULATION METHODOLOGY. THIS INCLUDES SIZING OF THE MOBILE BED MATERIAL AND THE KEY PIECE SIZES.

PAVEMENT/GRAVEL
STRUCTURE

MAINTAIN EXISTING ROADWAY GRADES
APPROX. ELEV.=126.9' (CENTERLINE AT CULVERT)



Hydrologic and Hydraulic Performance Summary
Jacob Buck Pond Road Crossing at Stubbs Brook
Bucksport, ME - November 2019



Watershed Characteristics

Area	4.1 square miles
NWI Wetlands	10 percent
Aquifer Area	0 percent
Mean Elevation	318.1 Feet (NAVD88)

Peak Flow at Select Recurrence Intervals

1-year (100%)	42 cfs
2-year (50%)	141 cfs
5-year (20%)	222 cfs
10-year (10%)	279 cfs
25-year (4%)	366 cfs
50-year (2%)	427 cfs
100-year (1%)	500 cfs
500-year (0.2%)	672 cfs

Median Monthly Flow Rates

January	4.2 cfs
February	3.2 cfs
March	9.8 cfs
April	14.4 cfs
May	6.8 cfs
June	3.2 cfs
July	0.7 cfs
August	0.3 cfs
September	0.3 cfs
October	1.8 cfs
November	7.5 cfs
December	7.3 cfs



Proposed Hydraulic Performance

Flow Event	Flow (cfs)	Upstream Water Surface (Elev. - Feet)	Downstream Water Surface (Elev. - Feet)	Roadway Surface at Structure (Elev. - Feet)	Free Board (Feet)	Structure Crown (Elev. - Feet)	HW/D Ratio
50-year (2%)	427	117.5	115.2	126.9	11.7	120.9	0.5
100-year (1%)	500	118.5	116.1	126.9	10.8	120.9	0.7

Notes

1. Watershed Characteristics were determined using the USGS StreamStats online data tools (streamstats.usgs.gov).
2. Peak Flow rates were determined via Regression. Refer to Lombard, P.J. and Hodgkins, G.A., 2015, "Peak Flow Regression Equations for small, ungaged streams in Maine", USGS Scientific Investigations Report 2015-5049.
3. Median Flow rates were determined using regression techniques. Refer to Dudley, R.W., 2015, "Regression equations for monthly and annual mean and selected percentile streamflows for ungaged rivers in Maine", USGS Scientific Investigations Report 2015-5151.
4. Proposed Hydraulic Performance was calculated by Acadia Civil Works utilizing a preliminary hydraulic model.



The Nature Conservancy in Maine
14 Maine Street, Suite 401
Brunswick, ME 04011

tel [207] 729-5181
fax [207] 729-4118
www.nature.org/maine

Mr. John MacLaine
Grant for Culvert Upgrades Program
Maine Department of Environmental Protection
17 State House Station
Augusta, Maine 04333
207-615-3279
john.maclaine@maine.gov

Nov 11, 2019

Re: Town of Bucksport Application for Jacob Buck Pond Road Stream Crossing Replacement Project

Dear Mr. MacLaine,

I am writing to express my support and enthusiasm for the Town of Bucksport's proposal to the Grant for Culvert Upgrades Program to help fund the Jacob Buck Pond Road fish passage restoration project. The Town's efforts to restore fish passage, improve water quality, and increase the river's ability to absorb heavy rain events with minimal flooding is an important goal and The Nature Conservancy (TNC) looks forward to supporting the town of Bucksport's efforts. These efforts to restore migratory fish access to the important habitats upstream will ensure the security of the road and stream networks in the Town of Bucksport and the surrounding communities and promote a sustainable future for Maine's freshwater and marine resources.

TNC is dedicated to conserving the lands and waters on which all life depends and has been involved in efforts to restore rivers and streams in Maine for the past 10 years. Maine is remarkable for having so many good fish passage projects, as well as significant fish habitat. Free flowing rivers provide easy access to spawning and rearing habitat to several sea run fish species and allow resident fish species unfettered access to the multiple habitats need to support diverse life history strategies.

TNC has been assisting several towns in the Penobscot River watershed by supplying the initial funding to conduct preliminary engineering design work feasibility study for projects with significant habitat values. This crossing was identified as a top tier Fish Passage Restoration project by Penobscot River Aquatic Barrier Prioritization Tool (<https://maps.coastalresilience.org/maine>) and is located in watersheds identified by both the state Department Marine Resources and Inland Fisheries' and Wildlife Agency's as high priority for restoration and protection.

Please join me in supporting the Town of Bucksport in this proactive effort to both restore fish habitat and reduce threats to critical infrastructure in this innovative project to protect the towns ecological and economic integrity.

Sincerely,

Ben Matthews,
Watershed Restoration Specialist
The Nature Conservancy in Maine



November 12, 2019

Mr. John MacLaine, RFP Coordinator
Maine Department of Environmental Protection
Bureau of Land Resources
17 State House Station
28 Tyson Drive
Augusta, ME 04333-0017

Re: RFP #201903060 Application Submission
Bucks Mills Road Crossing of Whites Brook - Bucksport, ME

Dear Mr. MacLaine,

On behalf of the Town of Bucksport and The Nature Conservancy, we are pleased to submit the attached application seeking funding assistance with improvements to the crossing of Bucks Mills Road and Whites Brook. The existing corrugated metal pipe (CMP) infrastructure is damaged and beginning to show signs of corrosion. The twin CMP culverts are also a barrier to aquatic organism passage and are negatively impacting the stream morphology. Additionally, as a tributary to the Orland River, it represents valuable tributary aquatic habitat within NOAA Fisheries' designated Penobscot River Habitat Focus Area. Overall, this crossing is a well-suited candidate for the Grants for Stream Crossing Public Infrastructure Improvements solicitation (RFP#201903060). The location of the site can be found on the enclosed Site Location plan (SK-1).

EXISTING CROSSING CONDITIONS

The existing crossing infrastructure consists of two (2) 84" diameter CMP culverts. A series of photographs of the existing culverts is enclosed with this application. Additionally, an existing conditions plan of the site is enclosed as SK-2.

The existing culvert structure requires annual cleaning at the inlet, as sticks, logs, stones, and woody debris tend to block the culvert inlet and interior portions of the barrel. Also, the original asphalt lining within the culvert has deteriorated and missing from large sections of the barrel. The invert of the pipe is corroded and holes can be found beginning to form in sections of Culvert #1. Photos 3 thru 6 show this deterioration. This condition does not infer imminent failure, but without intervention and repair, some sort of failure is probable within a decade.

Whites Brook is also valuable aquatic habitat. As a tributary to the Orland River and the Penobscot River, the brook is part of greater restoration effort as part of the NOAA Fisheries' designated Penobscot River Habitat Focus Area. This focus area is driven by a desire to restore diadromous aquatic species, including the Endangered Atlantic Salmon. Jacob Buck Pond is also located upstream, which could function as valuable Alewife habitat if it was open and passable.

The existing culvert crossing is a barrier to aquatic habitat connectivity. Additionally, the undersized nature of the structures has resulted in impacts to the natural morphology of the stream system. Immediately upstream of the culverts there is an impoundment with substantive sedimentation. More detail regarding the stream's profile can be found on the enclosed plan (SK-3).

PROPOSED CROSSING IMPROVEMENTS

The improvements to the crossing involve the replacement of the twin 84" diameter culverts with a single bottomless span of 20 feet. The final design of the crossing will be performed utilizing the US Forest Services Stream Simulation methodology and incorporate Stream Smart practices. A reference cross section of Whites Brook is contained as SK-4. The measured bankful width of 16.5 feet and will be crossed by a 20' clear span corrugated steel arch founded on concrete footings and stem walls. The stream system through the crossing is generally at a 1.1% gradient. Plans for the crossing improvements are attached as SK-5 and SK-6.

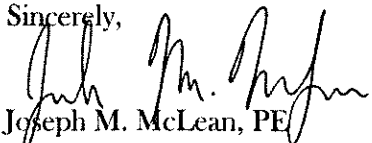
After improvement, the crossing structure will meet the State and Federal definition as a Bridge structure. The structure has been designed to meet the design requirements of the State, as outlined in the MDOT Bridge Design guide. This includes maintaining an ample HW/D ratio during 50-year storm event, as well as maintaining more than a foot of freeboard during the 100-year storm. Refer to the enclosed Summary of Hydrologic and Hydraulic Performance for additional details.

FUNDING REQUEST AND SCHEDULE

The cost of this project is currently estimated at \$400,000. As indicated on the enclosed application, the Town of Bucksport is requesting an award of \$95,000. The remaining funds will be paid by the Town and appropriated in the Town budget over the course of coming years (2020 and 2021 budget cycles). It is anticipated that final design and permitting of the project will occur during the year of 2020 and construction would occur during the Summer months of 2021.

On behalf of the Town of Bucksport and The Nature Conservancy, we hope that you will approve our request for this crossing improvement assistance. If you have any questions or need additional information during your review do not hesitate to contact us.

Sincerely,


Joseph M. McLean, PE
Principal
jmclean@acadiacivilworks.com

Enclosures

Cc: Mr. Jay Lanpher, Town of Bucksport Public Works Director
Mr. Benjamin Matthews, The Nature Conservancy

Maine Department of Environmental Protection
Request for Proposals for Stream Crossing Public Infrastructure Improvement Projects
Proposal Application Form – 2019R2
RFP# 201903060

I. Applicant Information

Applicant Name

Town of Bucksport, Maine - Department of Public Works

Applicant Mailing Address

50 Main Street, PO Drawer X

City

Bucksport

State

ME

Zip

04416

Applicant Phone #

(207) 469-6680

Email Address

jlanpher@bucksportmaine.gov

II. Agent/Consultant Information ☐ Check if not applicable

Agent Name

Acadia Civil Works, Joseph M. McLean, PE

Agent Mailing Address

PO Box 212

City

Leeds

State

ME

Zip

04263

Agent Phone #

(207) 212-9350

Agent Email Address

jmclean@acadiacivilworks.com

III. Applicability

Please indicate the ability to demonstrate the following:

☒ The proposed structure to be upgraded is a culvert located on a municipal road and is not owned by a private or state entity.

☒ The proposed project includes matching funds from local or other sources

IV. Culvert/Stream Crossing Information

1. Municipality or Unorganized territory where project will take place:

Town of Bucksport, Maine

2. GPS Location of crossing (Decimal degrees preferred)

(Available on google maps by clicking the location on the map)

North

44.622387

West

- 68.733478

3. Culvert/crossing location

Name of the road on which the culvert/crossing is located and distance to the nearest intersection.

Crossing is located on Bucks Mills Road
 Approx. 200 feet West of its intersection with Turkey Path

4. Watershed Location:

List the HUC12 Watershed (can be found in Maine Stream Habitat Viewer), name of the stream, brook, or the water body the culvert is located on, and the downstream waterbodies it drains to.

HUC12

Watershed:

Orland River

A. Waterbody name at project location ("Waterbody A"):

Whites Brook

B. "Waterbody A" drains to:

Orland River

C. "Waterbody B" drains to:

Penobscot River

5. Existing crossing information

Existing culvert/crossing material: ☐ plastic pipe ☐ concrete pipe ☒ corrugated metal pipe

☐ concrete box culvert ☐ stone/granite culvert ☐ pipe arch

☐ bridge or span ☐ Other type (describe):

Length:	Diameter (if round)	Width of crossing opening (span)	Height:	Approximate age of structure to be upgraded:
Approx. 73'	84" (twin pipes)	2 X 84" Diameter Pipes		Unknown

6. Proposed crossing information

Proposed culvert/crossing material: ☐ plastic pipe ☐ concrete pipe ☐ corrugated metal pipe

☐ concrete box culvert ☐ stone/granite culvert ☒ pipe arch

☐ bridge or span ☐ Other type (describe):

Length:	Diameter (if round)	Width of crossing opening (span)	Height:	If proposing a bridge/span	
				Clear Span	Total Span
80' Long	N/A	20' clear span	11.9' max. height		

V. Scoring for Public Infrastructure Information (25 Points total):

		Yes	No
1. Has the crossing caused flooding or overtopping of the road in the last 10 years?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. How many times in the last 10 years? (indicate if approximate)		N/A	
3. Does this crossing regularly become obstructed by debris or require cleaning?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
How often?		Annual debris cleaning	
4. Has the crossing been damaged by flooding in the last 10 years?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Do you have any photos of the flooding or damage? Please provide if available		<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Has the crossing ever partially or fully failed in the last 10 years?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. List any dates and describe the severity of flooding/damage associated with the crossing. Include the duration of any full or partial road closures.			
8. Describe any issues with the current condition of the crossing		The existing crossing is a corrugated metal structure and is showing signs of deterioration.	
9. In how many years from now do you estimate the culvert/crossing would have a complete failure, a complete collapse, or total washout?	Less than 1 year	<input type="checkbox"/>	
	1-3 years	<input type="checkbox"/>	
	3-5 years	<input type="checkbox"/>	
	5-10 years	<input checked="" type="checkbox"/>	
	10+ years	<input type="checkbox"/>	
10. Would any homes, businesses, or critical infrastructure be <u>completely cut-off</u> from access if the crossing were to completely fail?		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

11. If the culvert/crossing fails, how many businesses, or other critical infrastructure would be completely cut off or require a detour? (Note: see definition of "cut off" in RFP#201903060)	Homes		Businesses		Critical Infrastructure	
	Detour	Cut-off	Detour	Cut-off	Detour	Cut-off
	100	--	3	--	5	--

12. Using the space below, discuss what impacts would occur if the culvert/crossing were to fail.
 For instance, are there critical public services (fire or police station, hospital, school, public works facility) located on this road that would be cutoff or required to detour?
 All emergency services (including Ambulance) are on the same side of this crossing. Response time is increased by 10 to 15 minutes if this crossing was closed.

13. Approximately how many vehicles per day travel this road (if known)? 100+

14. If an alternate route exists, what is the minimum distance to travel from one side of the crossing along a detour to access the other side of the crossing? 8.9 miles

15. Using the space below, discuss any other safety concerns about the existing culvert/crossing.

VI. Environmental Scoring Criteria (50 Points total):

	Yes	No
1. Are fish present in the stream?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source(s) of Information: <input type="checkbox"/> MDIFW <input type="checkbox"/> MDMR <input checked="" type="checkbox"/> Maine Stream Habitat Viewer <input type="checkbox"/> Other (describe):		
2. Has this crossing been identified by the Maine Stream Habitat Viewer, MDIFW, MDMR, or another qualified entity as a barrier to fish passage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provide source of barrier information	Maine Stream Habitat Viewer	
3. Is the existing culvert/crossing surveyed on Maine Stream Habitat Viewer? http://webapps2.cgis-solutions.com/MaineStreamViewer/	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, what is the Maine Stream Habitat Viewer Crossing ID# for the crossing proposed for upgrade?	1465	

4. What is the Maine Stream Habitat Viewer Crossing ID# for the crossings upstream and downstream of the proposed upgrade?	Upstream Crossing ID# 1464	Downstream Crossing ID# 1253
Are these considered to be a barrier to fish passage?	<input type="checkbox"/> Barrier <input checked="" type="checkbox"/> Partial/Potential Barrier <input type="checkbox"/> Not a Barrier	<input type="checkbox"/> Barrier <input type="checkbox"/> Partial/Potential Barrier <input checked="" type="checkbox"/> Not a Barrier
5. Distance to the next barrier identified by the Maine Stream Habitat Viewer (miles)?	Upstream 1.6	Downstream 1.7
6. Indicate if any of the following species have been identified above or just below the crossing.		
<input checked="" type="checkbox"/> Wild brook trout <input type="checkbox"/> Sea-run brook trout <input checked="" type="checkbox"/> Atlantic salmon (sea-run) <input type="checkbox"/> Atlantic salmon (landlocked) <input checked="" type="checkbox"/> Alewives <input type="checkbox"/> Blueback herring <input type="checkbox"/> American eels <input type="checkbox"/> Sea-run rainbow smelt <input type="checkbox"/> other diadromous species (list): _____		
		Yes No
7. Have you contacted MDMR regarding this stream and crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, please include any relevant information they provided or attach letter of support		
8. Have you contacted MDIFW regarding this stream and crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, please include any relevant information they provided or attach letter of support		
9. Are there any state or federal Threatened or Endangered species (aquatic or terrestrial) according to Beginning with Habitat Map Viewer within 1 mile of this crossing?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, list identified presence or habitat(s):		
10. Is the project adjacent to other significant resources (e.g. Significant Wildlife Habitat, significant fisheries, "Heritage" waters, alewife ponds, etc.) according to the Maine Stream Habitat Viewer or Beginning with Habitat Map Viewer?		<input type="checkbox"/> <input checked="" type="checkbox"/>
If yes, list identified resource(s):		

		Yes	No
11. Have any priority habitats such as spawning areas been identified by the Maine Habitat Stream Viewer, MDIFW, or MDMR?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, List habitats identified and source of information:	Alewife Habitat (Documented) - MSHV Wild Brook Trout Habitat - MSHV Atlantic Salmon Rearing Habitat (Modeled) - MSHV		
12. Is the current crossing undersized?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, how was this determined and what was the metric used?	The Bankfull width of the stream is approximately 16.5'. The two 84" round pipes impact the stream bank morphology at the inlet and outlet of the crossing. Scour and erosion is evident, particularly at the Inlet where an impoundment is notable.		
13. Will the new crossing be sized to be greater than 1.2 times the bankfull width of the stream?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. What is the bankfull width of the stream? (enter values from each method used below)			
Maine Stream Habitat Viewer (estimated value) http://webapps2.cgis-solutions.com/MaineStreamViewer/	Stream Stats (estimated value) https://streamstats.usgs.gov/ss/	Other Hydraulic & Hydrologic analysis (if performed)	Measured Bankfull Width
14.9	15.4		16.5'
15. Will the new crossing contain an open bottom?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Will the new crossing be embedded below the stream bed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. If the new crossing will be embedded, is stream bed backfill proposed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, how will material used for streambed backfill be determined?	The US Forest Service Stream Simulation methodology will be utilized to determine the mobile bed material, as well as key pieces		
18. Will the new crossing contain constructed stream banks within the structure?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Will this new crossing meet Maine DOT 100-yr flood criteria?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Is the upstream or downstream habitat degraded due to this crossing's orientation, slope, or sizing? (e.g. large scour pool, instability or stream bank erosion, significant downstream sedimentation, etc.)		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe:	Undersized openings result in increased susceptibility to clogging by debris. Of particular note is the impoundment and substantial sedimentation upstream of the culverts.		
21. Is the crossing located on a stream or reach where other culvert/crossing upgrades have been performed within the last 5 years leading to improved fish passage?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, describe any additional biological, ecological, or cost-saving benefits that could result from the current project:			

22. Describe any reasons the crossing or the waterbody should be considered a priority for restoration, including any input from Maine DMR or Maine IF&W Biologists:

Whites Brook is a tributary to the Orland River. The Orland River is a priority habitat for restoration by The Nature Conservancy in partnership with NOAA Fisheries. As a main tributary to the Penobscot River, the Orland River is viewed as a valuable potential restoration area for sea-run Atlantic Salmon.

23. Provide other information about the design or importance of the proposed project that benefits fish and/or wildlife such as terrestrial passage, stream banks within the structure, stream simulation design, or other factors:

The project is being designed based upon the US Forest Services "Stream Simulation" manual. This methodology aims to provide continuous stream morphology and connectivity of aquatic habitats across road stream crossings.

VII. Cost & Budget Information Scoring Criteria (25 Points total):

1. How much money has been spent on physical repairs within the last 10 years on the culvert/crossing (exclude normal maintenance costs such as painting).

Cleaning and debris removal - \$10,000 (\$1,000 per 10 events)

2. Describe the types of expenditures made on repairs

The most common repair is removal of debris (sticks, logs, organic materials, etc.) trapped at the inlet of the culverts.

Yes No

3. Do you have engineered design plans and construction specifications for the replacement culvert/crossing?

☒

☐

If yes, identify who designed the plans, and when the plans were completed.

Acadia Civil Works

NOTE: If the new crossing will be greater than 10 feet in width, State Law requires MaineDOT inspect and stream crossing structures. If the new crossing will be over 20 feet in width (measured from abutment to abutment along the centerline of the road), you must request that the Maine Department of Transportation (MDOT) take responsibility for the structure.

Contact MaineDOT Bridge Maintenance Engineer Ben Foster at (207) 624-3000.

4(a). Is the structure over 10 feet in width measured along the center line of the road?

☒

☐

4(b). Have you contacted MaineDOT's Bridge Program?

☐

☒

5. This project will likely require a permit from the Army Corps of Engineers. Have you contacted Army Corps regarding this project?

☐

☒

6. Have you submitted an application to Army Corps of Engineers?

☐

☒

7. Do you already have a permit in-hand from Army Corps of Engineers?

☐

☒

8. What is the anticipated construction duration?

Construction will likely occur over the course of one (1) to two (2) months during the low flow summer period (July 15 to Oct 1).

9. If awarded, when is construction anticipated to begin? (Keep in mind that the typical window for in-water work is July 15-October 1)	Start Date: July 15, 2021	Completion Date: September 2021
---	-------------------------------------	---

10. Provide any additional information regarding the efficiency and cost-effectiveness of the project in the space below:

The Nature Conservancy has retained Acadia Civil Works to prepare the enclosed preliminary design on behalf of the Town of Bucksport. The Town of Bucksport will be providing substantial funds (approx. \$300,000) to match the requested \$95,000 award.

11. Provide any additional information as to why this project should be funded by a public infrastructure grant in the space below:

The Whites Brook Crossing in the Town of Bucksport is located on a high-priority and significant value aquatic habitat area. The grant award will be invested into a project that will produce real and meaningful aquatic habitat restoration which will be a statewide public benefit. In addition, the Town of Bucksport will benefit from assistance toward the maintenance and repair of their local transportation infrastructure, including providing enhanced service to the properties located on Bucks Mills Road.

VIII. Checklist for attachments and supplemental materials

1. Photos of the existing culvert crossing:

- ☒ Photos showing condition of culvert/crossing.
- ☒ Photos showing downstream side of culvert/crossing looking at the crossing and downstream from the crossing (including water level at end of culvert). If possible, include photos of the inside of the crossing structure
- ☒ Photos showing inlet side of culvert/crossing looking at the crossing and downstream from the crossing (including water level at end of culvert/crossing).
- ☒ Photos showing safety conditions such as failures, flooding, sinkholes, collapsing structures, erosion undermining, etc. (if available)

2. Maps

- ☒ A location map with the project location clearly marked, including the water body(s), town(s), and road names
- ☒ An aerial photo showing the location of the crossing with bankfull width reference locations within the stream noted

3. Diagrams, plans, and attachments

- ☒ A plan view sketch or plan of the existing and proposed crossings showing, at a minimum: the roadway, culvert location, and stream showing the alignment of the stream and crossing with respect to the roadway (include arrows showing the direction of stream flow), and the proposed location of any cofferdams and dewatering areas. This does not have to be professionally prepared;
- ☒ **OPTIONAL:** A longitudinal profile of the stream with stream slope (%);
- ☒ **OPTIONAL:** A cross section along the length of the proposed culvert showing the roadway, embedment amount, location of any footings, and amount of road cover; or any conceptual or engineering plans developed.

4. Other submissions

- ☒ Attach a copy of the StreamStats (<https://streamstats.usgs.gov/ss/>) Basin Characteristics Report for "Bankfull Statistics" and "Peak-Flow Statistics" at the crossing location.
- ☒ Attach a document containing the "Layer details" for the crossing from Maine Stream Habitat Viewer (<http://webapps2.cgis-solutions.com/MaineStreamViewer/>)
- ☒ **OPTIONAL:** Any letters of support from natural resource agencies or organizations, public safety, or other notable supporting organizations

**State of Maine
Department of Environmental Protection
COST PROPOSAL FORM
RFP# 201903060**

2019 Grants for Stream Crossing Public Infrastructure Improvements

Bidder's Organization Name:	Town of Bucksport, Maine
------------------------------------	--------------------------

Instructions: The cost proposal must include: the total amount of funds requested under this RFP, the total cost of the project to completion, and the amount of local matching funds dedicated to the project.

The cost proposal may not exceed \$95,000. Local matching funds must be included. The Department cannot fund 100% of any project.

1. Total Amount of Funds being Requested	\$ 95,000
2. Total Matching Funds Committed to Project	\$ 305,000
3. Total Cost to Complete Proposed Project (total of items 1&2 above)	\$ 400,000
4. All Sources of Matching Funds (list):	Town of Bucksport Municipal Revenue

Budget Items	
5. Total Engineering Costs	\$25,000
6. Permitting and Bidding	\$5,000
7. Erosion & sediment controls (including de-watering, stream bypass, cofferdams, temporary and permanent stabilization measures)	\$25,000
8. All other items	\$345,000

State of Maine
Department of Environmental Protection
DEBARMENT, PERFORMANCE and NON-COLLUSION CERTIFICATION
RFP# 201903060
2019 Grants for Stream Crossing Public Infrastructure Improvements


**Bidder's Organization
Name:**

Town of Bucksport, Maine

By signing this document, I certify to the best of my knowledge and belief that the aforementioned organization, its principals and any subcontractors named in this proposal:

- a. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.*
- b. Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:*
 - i. Fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.*
 - ii. Violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;*
 - iii. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and*
 - iv. Have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.*
- c. Have not entered into a prior understanding, agreement, or connection with any corporation, firm, or person submitting a response for the same materials, supplies, equipment, or services and this proposal is in all respects fair and without collusion or fraud. The above-mentioned entities understand and agree that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards.*

Failure to provide this certification may result in the disqualification of the Bidder's proposal, at the discretion of the Department.

Name (Print): Ms. Susan Lessard	Title: Town of Bucksport, Town Manager
Authorized Signature: 	Date: 11-12-19

Maine Stream Habitat Viewer - Layer Details

Site ID: 1465
Crossing Type: Multiple Culvert
Crossing Class: Barrier
Survey Date: 08/02/2007
Stream: Whites Brook
Town: Bucksport
County: Hancock
Road: Bucks Mill Road

Detailed Stream Crossing Information

Latitude: 44.62246
Longitude: -68.73345
Road Type: Paved
Road Class: Town
Number Of Culverts: 2
Crossing Condition: No data
Structure Type: Round Culvert
Material: Metal
Inlet Grade: At Stream Grade
Inlet Width (ft): 7.00
Inlet Water Depth (ft): 0.20
Inlet Height (ft): 7.30
Crossing Length (ft): 86.00
Outlet Grade: At Stream Grade
Outlet Width (ft): 7.00
Outlet Water Depth (ft): 0.30
Outlet Drop (ft): 0.00
Outlet Height (ft): 7.30
Structure Substrate Matches Stream: None
Physical Barriers: Debris/Sediment/Rock
Physical Barrier Severity: Severe
Road Fill Height (ft): -1.00
Total Opening Width (ft): 7.00
Area of Opening (sq ft): 71.70
Estimated Bankfull Width (ft): 14.90
Upstream Blocked Miles: 2.34
Upstream Total Miles: 6.61
Upstream Barriers: 2
Downstream Barriers: 1

Potential Effects of this Crossing

Atlantic Salmon Modeled 100 sq m Habitat
Units Blocked: 62.35
Alewife Pond Acres Blocked: 182.10
Wild Eastern Brook Trout Habitat: Yes
Rainbow Smelt Habitat: No data
Tidal Marsh: No data

Other Habitat Considerations

Beginning with Habitat Connectors: Yes
Threatened Endangered or Rare Species: No data
Non-Native Fish: No data
Tidal Waterfowl & Wading Bird Habitat: No data
Inland Waterfowl & Wading Bird Habitat: No data
Beginning with Habitat Focus Area: No data

Watersheds

HUC 12 Subwatershed Name: Orland River
HUC 10 Watershed Name: Penobscot River-Penobscot Bay
HUC 8 Sub-basin Name: Lower Penobscot
HUC 6 Basin Name: Penobscot

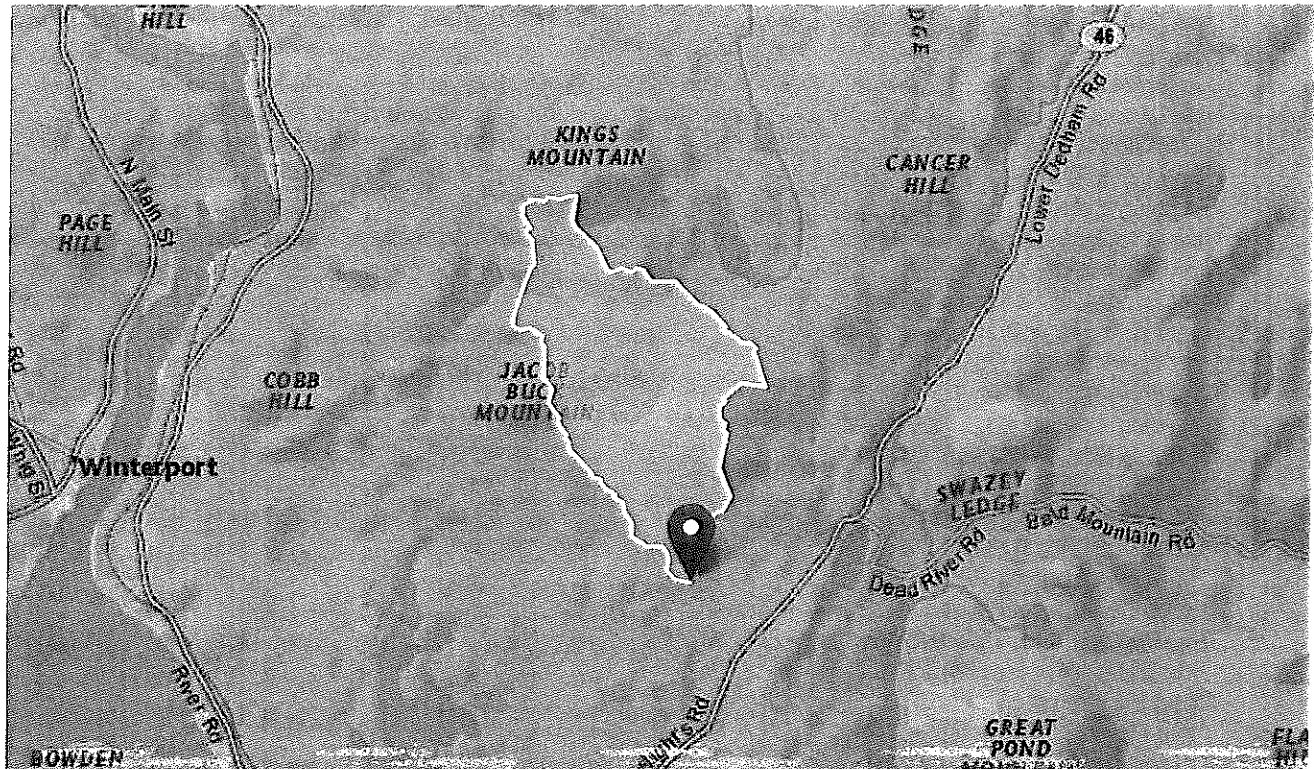
Bucksport, ME - Bucks Mills Road Crossing of Whites Brook - StreamStats Report

Region ID: ME

Workspace ID: ME20191112164312332000

Clicked Point (Latitude, Longitude): 44.62226, -68.73341

Time: 2019-11-12 11:43:30 -0500



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	3.8	square miles
STORNWI	Percentage of storage (combined water bodies and wetlands) from the National Wetlands Inventory	9.81	percent
BSLDEM10M	Mean basin slope computed from 10 m DEM	10	percent
CENTROIDX	Basin centroid horizontal (x) location in state plane coordinates	520297.87	meters

Parameter Code	Parameter Description	Value	Unit
CENTROIDY	Basin centroid vertical (y) location in state plane units	4943842.1	meters
COASTDIST	Shortest distance from the coastline to the basin centroid	55	miles
ELEV	Mean Basin Elevation	328.5	feet
ELEVMAX	Maximum basin elevation	839.4	feet
LC06WATER	Percent of open water, class 11, from NLCD 2006	7.92	percent
LC11DEV	Percentage of developed (urban) land from NLCD 2011 classes 21-24	2.97	percent
LC11IMP	Average percentage of impervious area determined from NLCD 2011 impervious dataset	0.42	percent
PRECIP	Mean Annual Precipitation	43.3	inches
SANDGRAVAF	Fraction of land surface underlain by sand and gravel aquifers	0	dimensionless
SANDGRAVAP	Percentage of land surface underlain by sand and gravel aquifers	0	percent
STATSGOA	Percentage of area of Hydrologic Soil Type A from STATSGO	17.1	percent

Bankfull Statistics Parameters(Central and Coastal Bankfull 2004 5042)

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	3.8	square miles	2.92	298

Bankfull Statistics Flow Report(Central and Coastal Bankfull 2004 5042)

Statistic	Value	Unit
Bankfull Streamflow	21.1	ft ³ /s
Bankfull Width	15.4	ft
Bankfull Depth	0.935	ft
Bankfull Area	14.3	ft ²

Bankfull Statistics Citations

Dudley, R.W., 2004, Hydraulic-Geometry Relations for Rivers in Coastal and Central Maine: U.S. Geological Survey Scientific Investigations Report 2004-5042, 30 p (<http://pubs.usgs.gov/sir/2004/5042/pdf/sir2004-5042.pdf>)

Peak-Flow Statistics Parameters[Statewide Peak Flow DA LT 12sqmi 2015 5049]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	3.8	square miles	0.31	12
STORNWI	Percentage of Storage from NWI	9.81	percent	0	22.2

Peak-Flow Statistics Flow Report[Statewide Peak Flow DA LT 12sqmi 2015 5049]

PII: Prediction Interval-Lower, PIu: Prediction Interval-Upper, SEp: Standard Error of Prediction, SE: Standard Error (other -- see report)

Statistic	Value	Unit	SEp
1.01 Year Peak Flood	39.3	ft ³ /s	38
2 Year Peak Flood	133	ft ³ /s	34
5 Year Peak Flood	210	ft ³ /s	35
10 Year Peak Flood	264	ft ³ /s	37
25 Year Peak Flood	347	ft ³ /s	39
50 Year Peak Flood	404	ft ³ /s	41
100 Year Peak Flood	473	ft ³ /s	42
250 Year Peak Flood	534	ft ³ /s	44
500 Year Peak Flood	637	ft ³ /s	47

Peak-Flow Statistics Citations

Lombard, P.J., and Hodgkins, G.A., 2015, Peak flow regression equations for small, ungaged streams in Maine— Comparing map-based to field-based variables: U.S. Geological Survey Scientific Investigations Report 2015-5049, 12 p. (<http://dx.doi.org/10.3133/sir20155049>)

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.3.8



PHOTO 1

View of Culvert Inlets



PHOTO 2

View of Culvert Outlets

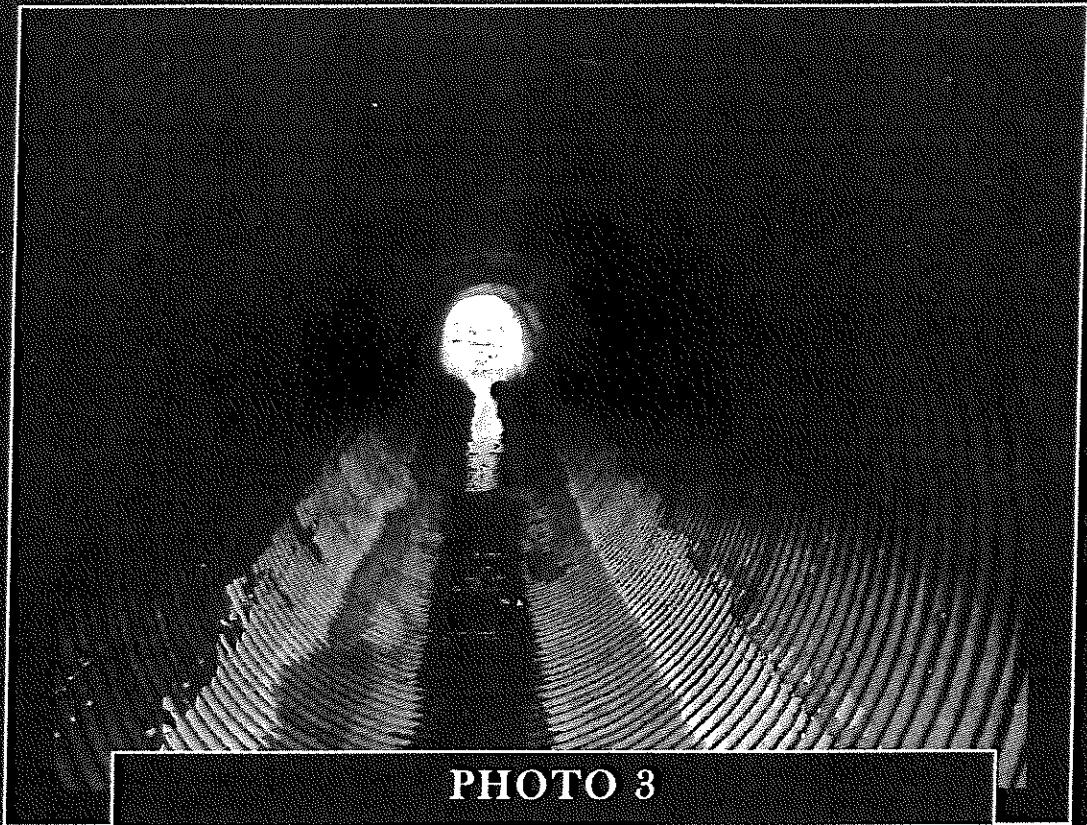


PHOTO 3

Interior of Culvert #1



PHOTO 4

Joint Separation and Corrosion in Culvert #1

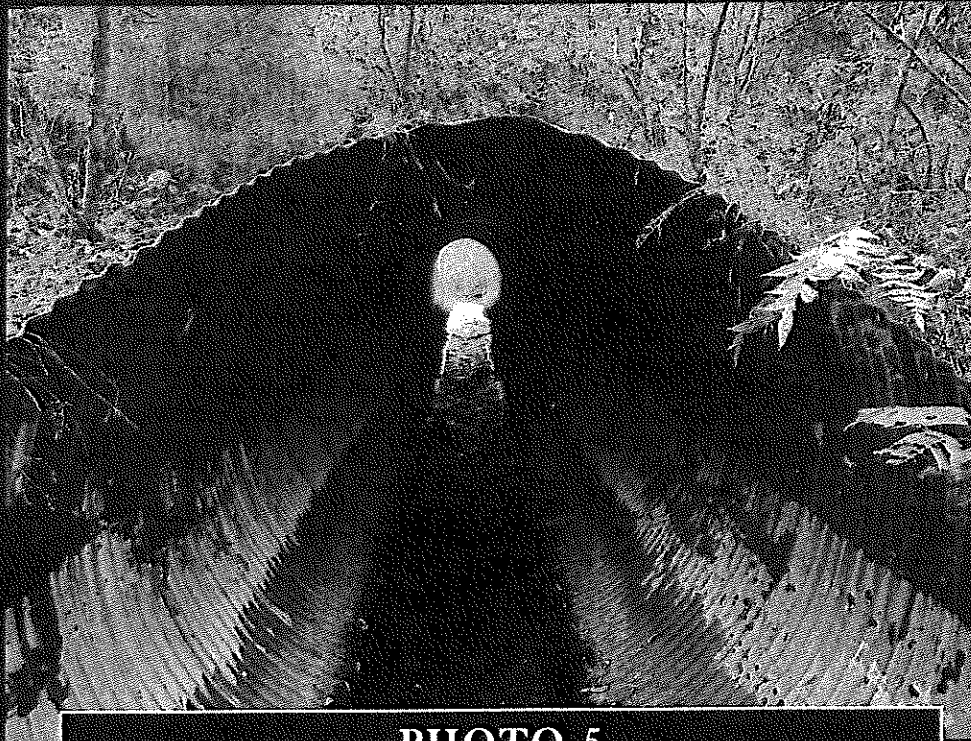


PHOTO 5

Interior of Culvert #2 Looking Upstream

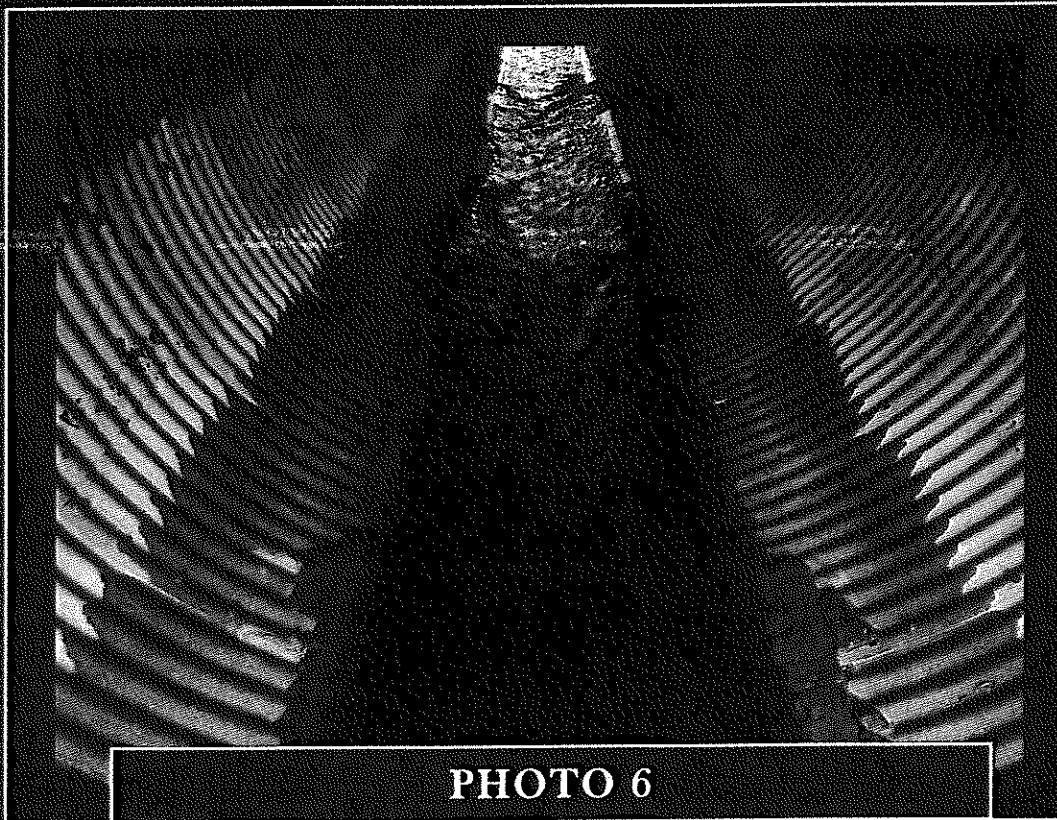


PHOTO 6

Invert of Culvert #2 Looking Upstream

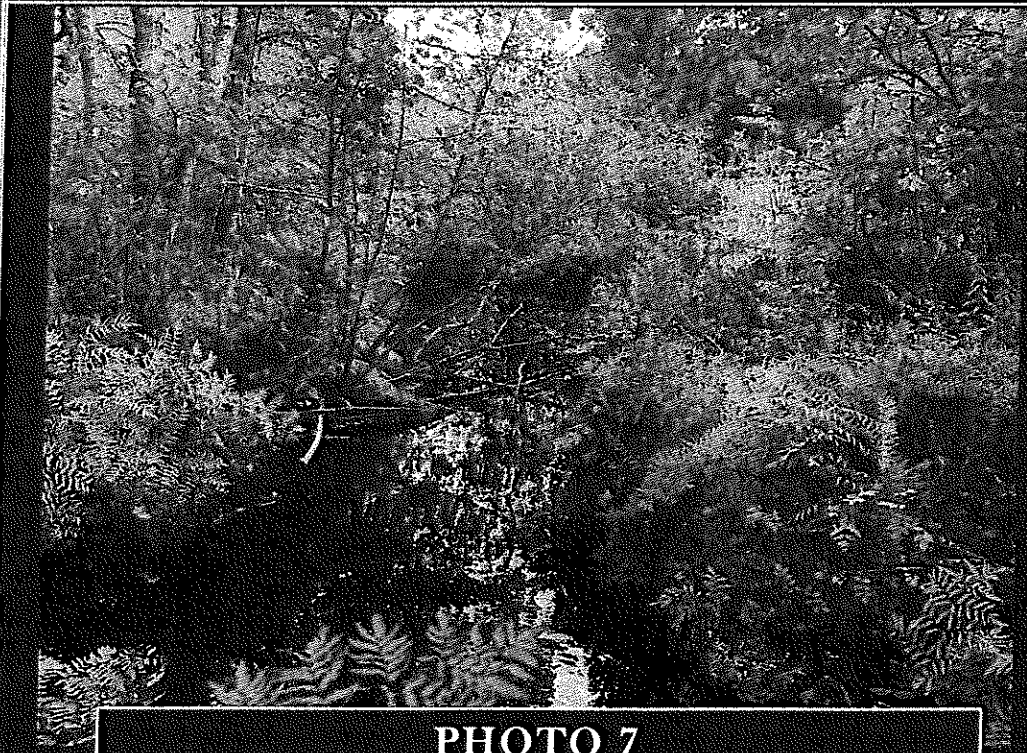


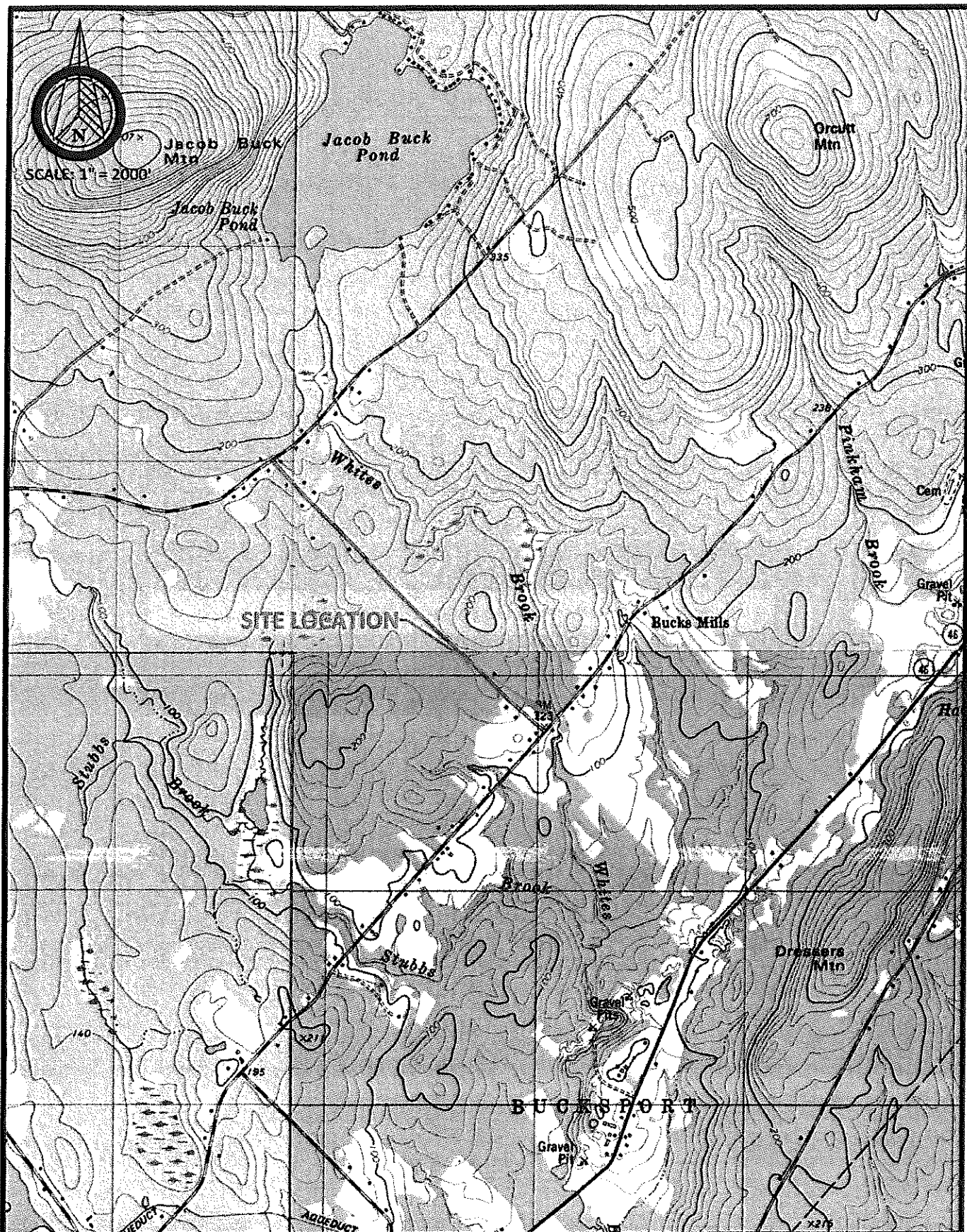
PHOTO 7

Whites Brook Downstream of Culverts



PHOTO 8

Impoundment Area Upstream of Culverts



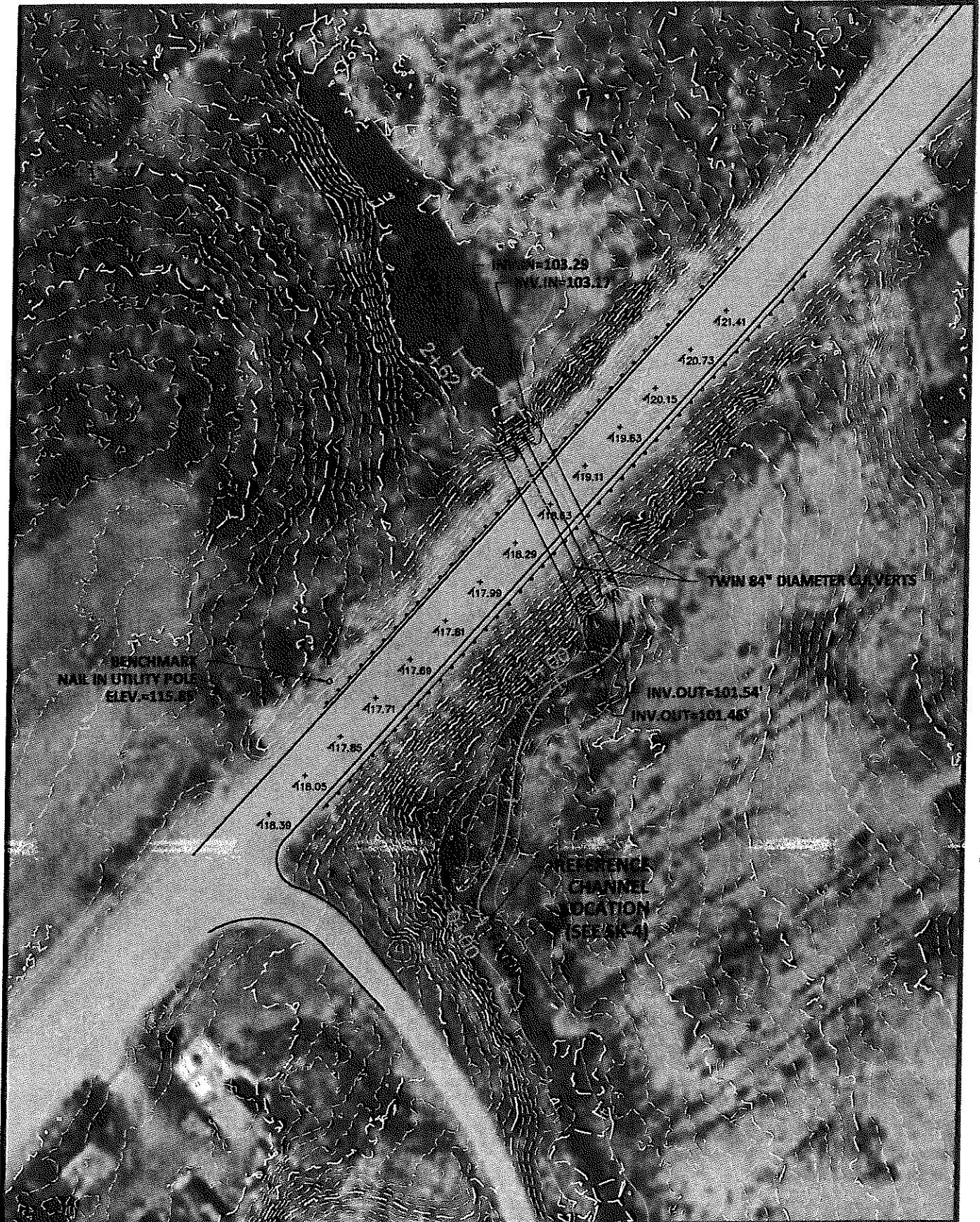
ACW
ACADIA CIVIL WORKS

SITE LOCATION MAP
BUCKS MILLS ROAD CROSSING

BUCKSPORT, ME

NOVEMBER 2019

SK-1

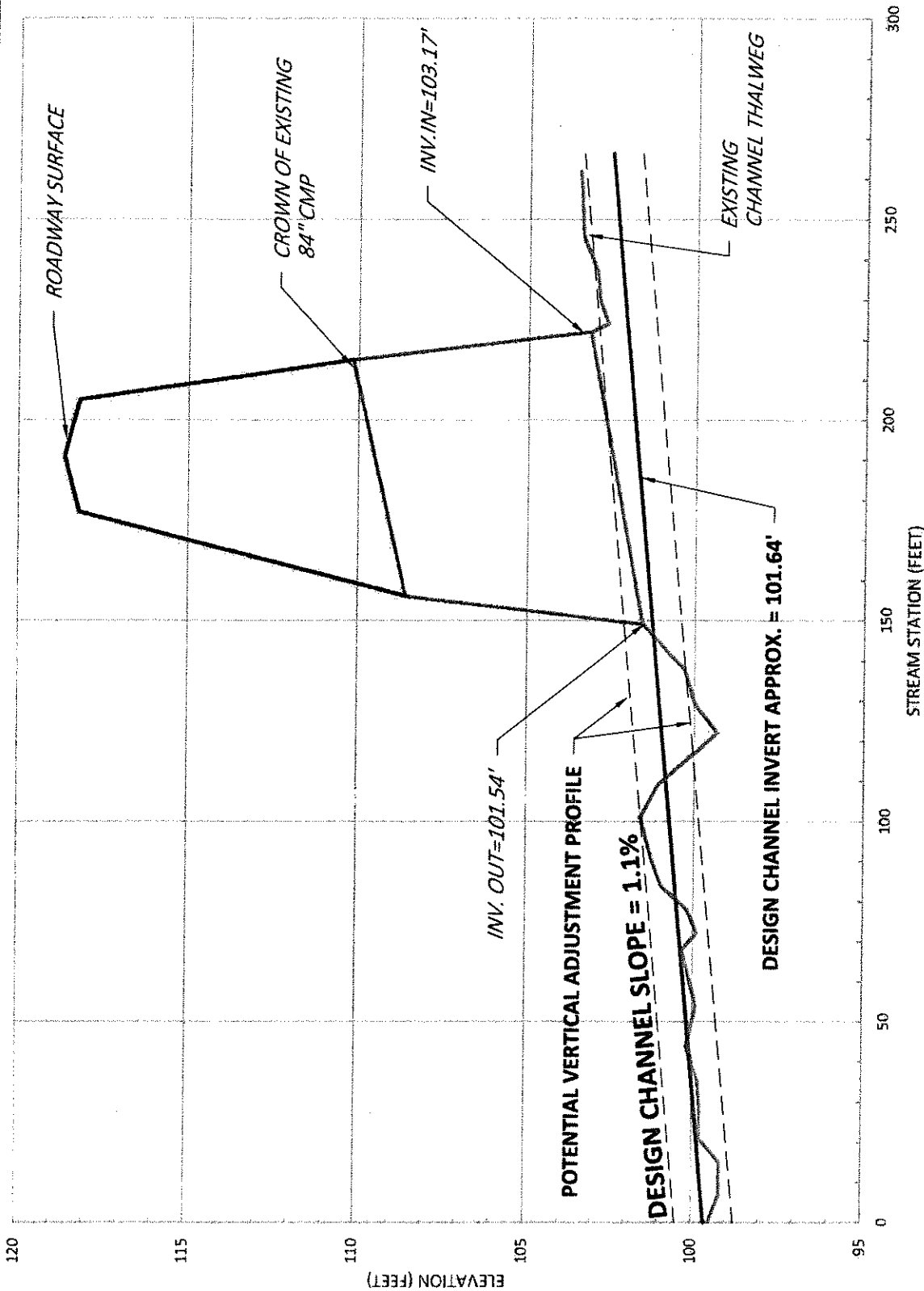


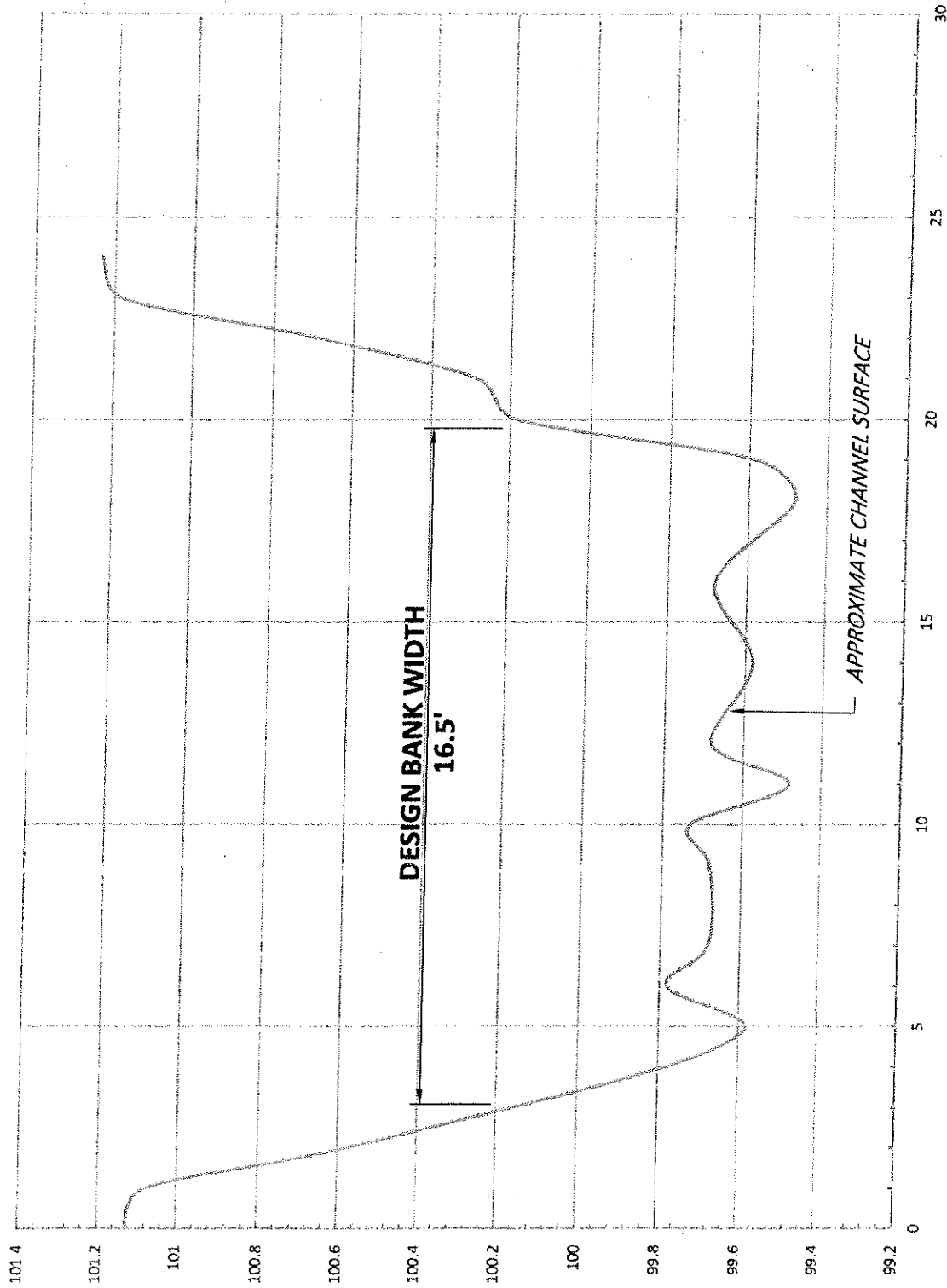
STREAM PROFILE BUCKS MILLS ROAD CROSSING

BUCKSPORT, ME NOVEMBER 2019

(207) 212-9350
PO Box 212
Leeds, Maine
acadiacivilworks.com

ACW
ACADIA CIVIL WORKS
INCORPORATED





STREAM CROSS-SECTION (STA. 0+00)
BUCKS MILLS ROAD CROSSING

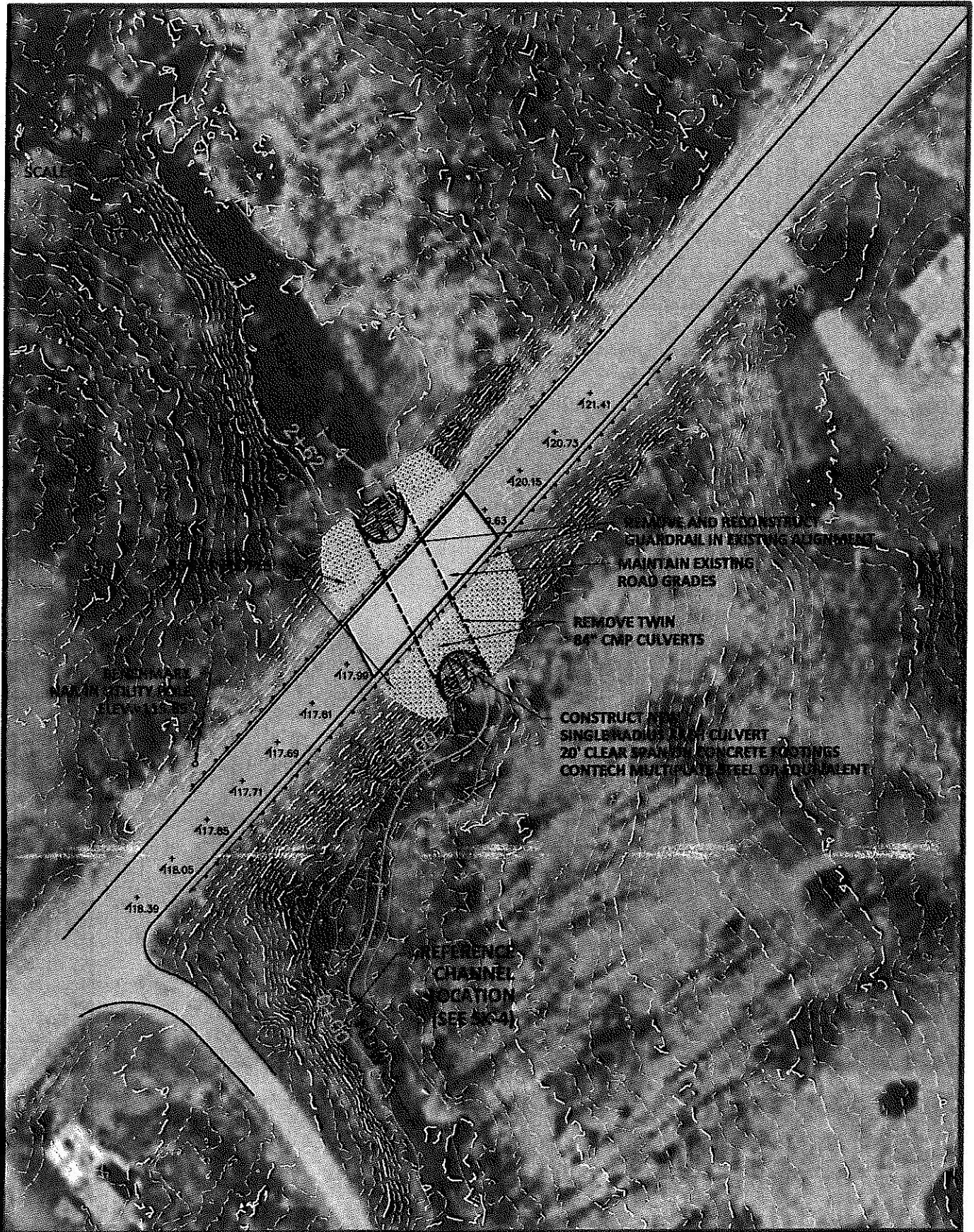
BUCKSPORT, ME NOVEMBER 2019

SK-4

ACW

ACADIA CIVIL WORKS
INCORPORATED

(207) 212-9350
PO Box 212
Leeds, Maine
acadiacivilworks.com



SK-6

PROPOSED CROSS SECTION BUCKS MILLS ROAD CROSSING

BUCKSPORT, ME NOVEMBER 2019

(207) 212-9350
PO Box 212
Leeds, Maine
acadiacivilworks.com

ACW
ACADIA CIVIL WORKS

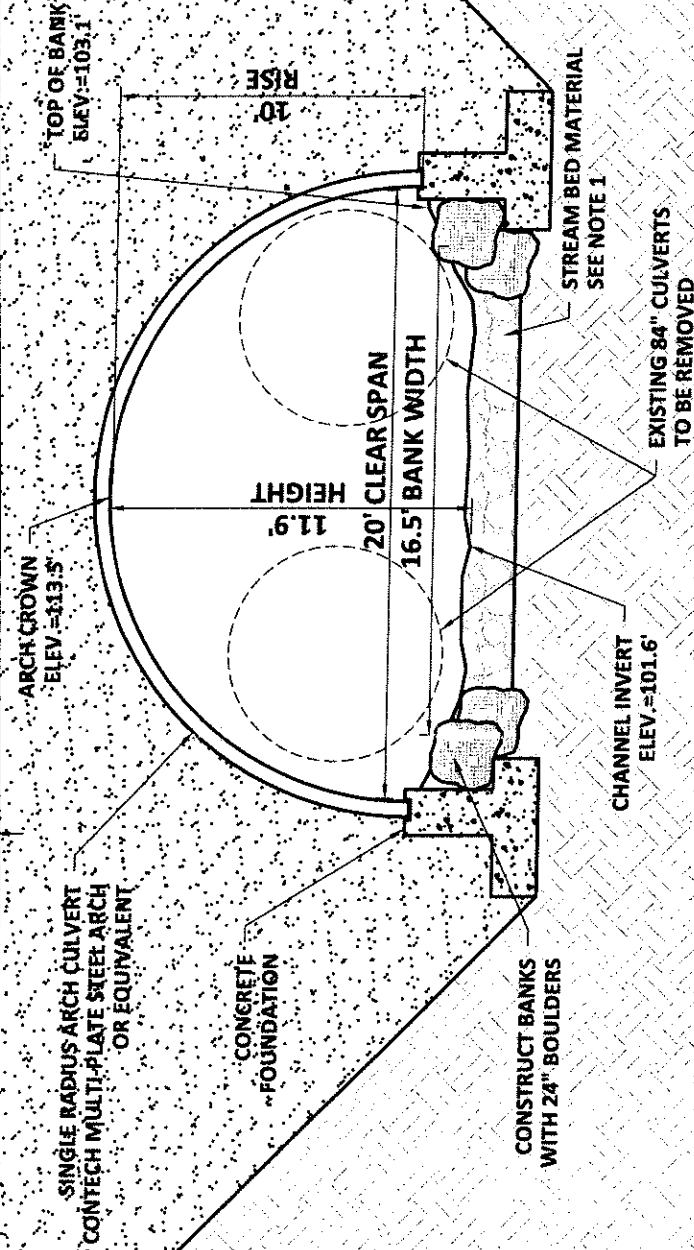
SCALE: 1" = 6'

PAVEMENT/GRAVEL
STRUCTURE

NOTES:

- 1) THE STREAM BED MATERIAL SHALL BE SPECIFIED BASED UPON US FOREST SERVICE STREAM SIMULATION METHODOLOGY. THIS INCLUDES SIZING OF THE MOBILE BED MATERIAL AND THE KEY PIECE SIZES.

MAINTAIN EXISTING ROADWAY GRADES
APPROX. ELEV.=118.6' (CENTERLINE AT CULVERT)



Hydrologic and Hydraulic Performance Summary
Bucks Mills Road Crossing of Whites Brook
Bucksport, ME - November 2019



Watershed Characteristics

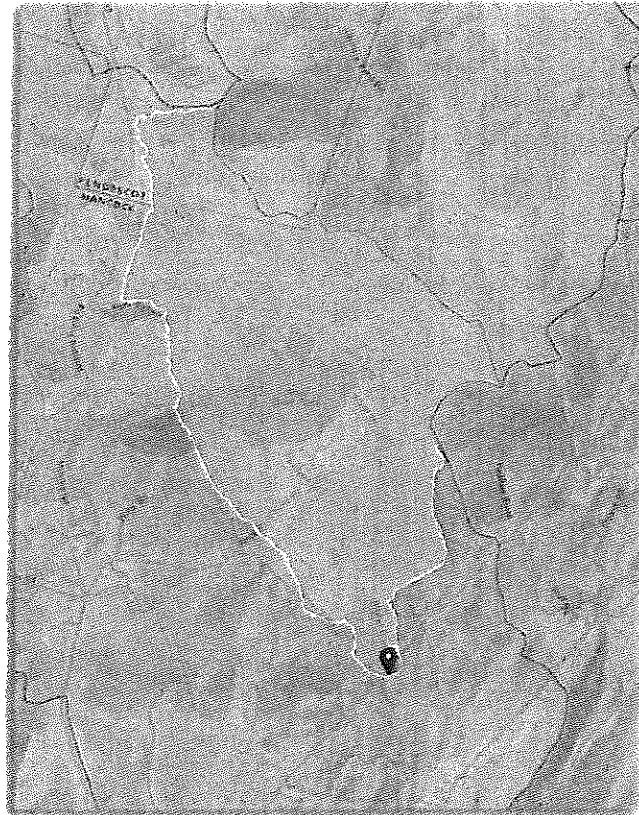
Area	3.8 square miles
NWI Wetlands	9.8 percent
Aquifer Area	0 percent
Mean Elevation	328.2 Feet (NAVD88)

Peak Flow at Select Recurrence Intervals

1-year (100%)	39 cfs
2-year (50%)	133 cfs
5-year (20%)	211 cfs
10-year (10%)	265 cfs
25-year (4%)	347 cfs
50-year (2%)	404 cfs
100-year (1%)	473 cfs
500-year (0.2%)	637 cfs

Median Monthly Flow Rates

January	4.6 cfs
February	3.0 cfs
March	8.3 cfs
April	11.7 cfs
May	9.9 cfs
June	3.7 cfs
July	0.6 cfs
August	0.2 cfs
September	0.2 cfs
October	1.7 cfs
November	7.0 cfs
December	7.3 cfs



Proposed Hydraulic Performance

Flow Event	Flow (cfs)	Upstream Water Surface (Elev. - Feet)	Downstream Water Surface (Elev. - Feet)	Roadway Surface at Structure (Elev. - Feet)	Free Board (Feet)	Structure Crown (Elev. - Feet)	HW/D Ratio
50-year (2%)	404	106.9	105.7	118.6	11.7	113.5	0.4
100-year (1%)	473	107.4	105.9	118.6	11.2	113.5	0.5

Notes

1. Watershed Characteristics were determined using the USGS StreamStats online data tools (streamstats.usgs.gov).
2. Peak Flow rates were determined via Regression. Refer to Lombard, P.J. and Hodgkins, G.A., 2015, "Peak Flow Regression Equations for small, ungaged streams in Maine", USGS Scientific Investigations Report 2015-5049.
3. Median Flow rates were determined using regression techniques. Refer to Dudley, R.W., 2015, "Regression equations for monthly and annual mean and selected percentile streamflows for ungaged rivers in Maine", USGS Scientific Investigations Report 2015-5151.
4. Proposed Hydraulic Performance was calculated by Acadia Civil Works utilizing a preliminary hydraulic model.



The Nature Conservancy in Maine
14 Maine Street, Suite 401
Brunswick, ME 04011

tel [207] 729-5181
fax [207] 729-4118
www.nature.org/maine

Mr. John MacLaine
Grant for Culvert Upgrades Program
Maine Department of Environmental Protection
17 State House Station
Augusta, Maine 04333
207-615-3279
john.maclaine@maine.gov

Nov 11, 2019

Re: Town of Bucksport Application for Bucks Mills Road Crossing Replacement Project

Dear Mr. MacLaine,

I am writing to express my support and enthusiasm for the Town of Bucksport's proposal to the Grant for Culvert Upgrades Program to help fund the Bucks Mills Road fish passage restoration project. The Town's efforts to restore fish passage, improve water quality, and increase the river's ability to absorb heavy rain events with minimal flooding is an important goal and The Nature Conservancy (TNC) looks forward to supporting the town of Bucksport's efforts. These efforts to restore migratory fish access to the important habitats upstream will ensure the security of the road and stream networks in the Town of Bucksport and the surrounding communities and promote a sustainable future for Maine's freshwater and marine resources.

TNC is dedicated to conserving the lands and waters on which all life depends and has been involved in efforts to restore rivers and streams in Maine for the past 10 years. Maine is remarkable for having so many good fish passage projects, as well as significant fish habitat. Free flowing rivers provide easy access to spawning and rearing habitat to several sea run fish species and allow resident fish species unfettered access to the multiple habitats need to support diverse life history strategies.

TNC has been assisting several towns in the Penobscot River watershed by supplying the initial funding to conduct preliminary engineering design work feasibility study for projects with significant habitat values. This crossing was identified as a top tier Fish Passage Restoration project by Penobscot River Aquatic Barrier Prioritization Tool (<https://maps.coastalresilience.org/maine>) and is located in watersheds identified by both the state Department Marine Resources and Inland Fisheries' and Wildlife Agency's as high priority for restoration and protection.

Please join me in supporting the Town of Bucksport in this proactive effort to both restore fish habitat and reduce threats to critical infrastructure in this innovative project to protect the towns ecological and economic integrity.

Sincerely,

Ben Matthews,
Watershed Restoration Specialist
The Nature Conservancy in Maine

RESOLVE 2021-14

TOWN COUNCIL

A RESOLVE PROVIDING FOR: Road Paving General Obligation Bond.

IT IS RESOLVED, that under and pursuant to Title 30-A, Section 5772 of the Maine Revised Statutes, as amended and supplemented, there be and hereby is authorized the issuance of a General Obligation Bond of the Town to finance road paving to include, but not limited to, the Bucksmills Road, Millvale Road and Mast Hill Road; and

IT IS FURTHER RESOLVED, That said Bond is hereby sold and awarded to Camden National Bank at an interest rate of 1.98%; and

IT IS FURTHER RESOLVED, that the Town Treasurer and the Mayor of the Town Council are hereby authorized to issue the aforementioned General Obligation Bond in an aggregate principal amount not to exceed One Million Two Hundred Thousand Dollars (\$1,200,000); and

IT IS FURTHER RESOLVED, that said Bond shall be dated September 4, 2020, shall be payable in seven, equal principal installments payable on September 1 of each of the next seven years, and shall be signed by the Treasurer and countersigned by the Mayor of the Town Council and otherwise be in such form and bear such details as the signers may determine; and

IT IS FURTHER RESOLVED, that the Town Council hereby confirms its determination that the term of the Bond does not exceed 120% of the economic life of the Project.

IT IS FURTHER RESOLVED, that said Bond is hereby designated a bank qualified tax-exempt obligation of the Town for the 2020 calendar year pursuant to the Internal Revenue Code of 1986; and

IT IS FURTHER RESOLVED, that all things heretofore done and all action heretofore taken by the Town, its municipal officers and agents in the authorization of said Bond are hereby ratified, approved and confirmed, and the Treasurer and Mayor are each hereby authorized to take any and all action necessary or convenient to carry out the provisions of this voting, including delivering said Bond against payment therefor; and

IT IS FURTHER RESOLVED, that ad valorem taxes be, and hereby are, pledged for the repayment of the bond.

Be it resolved by the Bucksport Town Council in town council assembled to award the interest bid for Year 1 of the three year road project to Camden National Bank for a 7-year term at 1.98% interest.

Acted on August 27, 2020

Yes ___ No ___ Abstained ___

Attested by Jacob Gran, Town Clerk

8b

**RESOLVE #R-2021-15 TO DESIGNATE THE COMMUNITY & ECONOMIC
DEVELOPMENT DIRECTOR AS MARKETING AGENT FOR MAIN STREET
FELDMAN LOTS**

Whereas, on June 25, 2015, the Town Council authorized a contract with Two Rivers Realty for the sale of Main Street Feldman lot(s), and

Whereas, that contract has been carried forward annually since July 8, 2015, and

Whereas, there have been no offers for the sale of the property in the past five years, and

Whereas, although the Town of Bucksport is grateful for the efforts of Two Rivers to successfully market this property, the Town now wishes to designate its Community & Economic Development Director as the marketing agent for this property, and

Whereas, the Town is flexible in the price of the lot depending on the proposals of prospective developers, and the value that the proposal will bring to Main Street, both in valuation as well as quality of place, and

Whereas, the Town will pay a \$5,000 flat fee to any real estate agent that brings a client/proposal that is accepted by the Town Council for this property, and

Be it therefore resolved by the Bucksport Town Council, in Town Council assembled to designate the Economic & Community Development Director as the marketing agent for the Main Street Feldman lot(s), with a \$5,000 flat fee for any real estate agent who brings a client/proposal that is accepted by the Bucksport Town Council.

Acted on August 27, 2020

Yes _____ No _____ Abstained _____

Attested by: Jacob Gran, Town Clerk

8c

**RESOLVE #R 2021-16 TO PLACE A RESOLVE ON THE NOVEMBER 2020 BALLOT
FOR THE PURPOSE OF BORROWING UP TO \$560,000 FOR THE PURPOSE OF
REPLACING TWO CULVERTS ON JACOB BUCK POND AND BUCKSMILLS
ROADS**

Whereas, the Town of Bucksport has been offered a grant from the Maine Department of Transportation of \$190,000 for the replacement of two large culverts in poor condition on Bucksmills and Jacob Buck Pond Road, and

Whereas, these culverts have been identified as high priority by the Maine Department of Transportation for replacement due to condition and to enable fish passage, and

Whereas, the Town received assistance at no cost for the preliminary engineering and application preparation through a grant from the Natural Resources Council of Maine, and

Whereas, the estimated total cost of the project is \$750,000, with \$560,000 from the Town and \$190,000 from grant funding, and the Town Charter requires that all appropriations or borrowing over \$250,000 be submitted to the voters for approval, and

Be it resolved by the Town Council in Council assembled place a resolve on the November 2020 ballot for the purpose of borrowing up to \$560,000 for replacement of two culverts on Jacob Buck Pond Road and Bucksmills Road as identified in the attached applications with a 15 year repayment plan.

Acted on August 27, 2020

Yes___No___Abstained_____

Attested by Jacob Gran, Town Clerk

10 a

Municipal
QUITCLAIM DEED

Know all Persons by these Presents,

That the Inhabitants of -----TOWN OF BUCKSPORT-----
A body corporate and politic, located at-----BUCKSPORT-----
in the County of ---HANCOCK--- and State of Maine,
in consideration of one dollar and other valuable consideration paid by

KELLEY J. ALBERT

whose mailing address is

30 DALTON LANE, BUCKSPORT, ME 04416

the receipt whereof it does hereby acknowledge, does hereby *remise, release, bargain,*
sell and convey, and forever *quitclaim* unto the said

KELLEY J. ALBERT

heirs and assigns forever, all its right, title and interest in and to the following described
real estate situated at **0 RIVER ROAD (OFF), BUCKSPORT-----**
in the County of---HANCOCK--- and State of Maine:

LOCATED ON **MAP 47 LOT 13-1** OF THE ASSESSORS TAX MAPS FOR THE
TOWN OF BUCKSPORT, CONSISTING OF 54 MAPS NUMBERED FROM 1 THRU
53 INCLUSIVE, WHICH ARE ON FILE AT THE TOWN OF BUCKSPORT
MUNICIPAL OFFICE, 50 MAIN STREET, BUCKSPORT, MAINE.
(TRIO REAL ESTATE ACCT#03278)

TAX LIEN CERTIFICATE DATED & LOCATED:

06/20/2018 BK 6895 PG 499

AT THE HANCOCK COUNTY REGISTRY OF DEEDS

To have and to hold the same, together with all the privileges and appurtenances there unto belonging to the said

KELLEY J. ALBERT

heirs and assigns forever.

In Witness Whereof, the said Inhabitants of ---TOWN OF BUCKSPORT--- has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its COUNCILORS thereunto duly authorized, this 27TH day of the month of AUGUST A.D. 2020.

Signed, Sealed and Delivered
in presence of Inhabitants of Town of Bucksport

_____ Paul A. Bissonnette _____ Kathy L. Downes

_____ Mark B. Eastman _____ James R. Morrison

_____ Daniel M. Ormsby _____ Edward A. Rankin Jr.

_____ Peter L. Stewart _____ Susan Lessard
(MAYOR) (Witness to All)

STATE OF MAINE, COUNTY OF HANCOCK ss. AUGUST 27, 2020.

Then personally appeared the above named COUNCILORS
And acknowledged the foregoing instrument to be THEIR free act and deed in
THEIR said capacity, and the free act and deed of said body corporate.

Before me,

.....
Jacob R. Gran, Notary Public
State of Maine – Hancock County
My commission expires: June 15, 2022

106

Municipal
QUITCLAIM DEED

Know all Persons by these Presents,

That the Inhabitants of -----TOWN OF BUCKSPORT-----
A body corporate and politic, located at-----BUCKSPORT-----
in the County of ---HANCOCK--- and State of Maine,
in consideration of one dollar and other valuable consideration paid by

JANE E. CIRILLO

whose mailing address is

PO BOX 2001, BUCKSPORT, ME 04416

the receipt whereof it does hereby acknowledge, does hereby *remise, release, bargain,*
sell and convey, and forever *quitclaim* unto the said

JANE E. CIRILLO

heirs and assigns forever, all its right, title and interest in and to the following described
real estate situated at **82 MAIN STREET, BUCKSPORT-----**
in the County of---HANCOCK--- and State of Maine:

LOCATED ON **MAP 32 LOT 026** OF THE ASSESSORS TAX MAPS FOR THE
TOWN OF BUCKSPORT, CONSISTING OF 54 MAPS NUMBERED FROM 1 THRU
53 INCLUSIVE, WHICH ARE ON FILE AT THE TOWN OF BUCKSPORT
MUNICIPAL OFFICE, 50 MAIN STREET, BUCKSPORT, MAINE.
(TRIO REAL ESTATE ACCT#00345)

TAX LIEN CERTIFICATE DATED & LOCATED:

06/19/2013 BK 6058 PG 110
06/17/2014 BK 6237 PG 226
06/16/2015 BK 6408 PG 110
06/22/2016 BK 6587 PG 322
06/21/2017 BK 6780 PG 223
06/20/2018 BK 6895 PG 528

ALL AT THE HANCOCK COUNTY REGISTRY OF DEEDS

To have and to hold the same, together with all the privileges and appurtenances there unto belonging to the said

JANE E. CIRILLO

heirs and assigns forever.

In Witness Whereof, the said Inhabitants of ---TOWN OF BUCKSPORT--- has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its COUNCILORS thereunto duly authorized, this 27TH day of the month of AUGUST A.D. 2020.

Signed, Sealed and Delivered
in presence of Inhabitants of Town of Bucksport

_____ Paul A. Bissonnette _____ Kathy L. Downes

_____ Mark B. Eastman _____ James R. Morrison

_____ Daniel M. Ormsby _____ Edward A. Rankin Jr.

_____ Peter L. Stewart _____ Susan Lessard
(MAYOR) (Witness to All)

STATE OF MAINE, COUNTY OF HANCOCK ss. AUGUST 27, 2020.

Then personally appeared the above named COUNCILORS
And acknowledged the foregoing instrument to be THEIR free act and deed in
THEIR said capacity, and the free act and deed of said body corporate.

Before me,

.....
Jacob R. Gran, Notary Public
State of Maine – Hancock County
My commission expires: June 15, 2022

10 c

Municipal
QUITCLAIM DEED

Know all Persons by these Presents,

That the Inhabitants of -----TOWN OF BUCKSPORT-----
A body corporate and politic, located at-----BUCKSPORT-----
in the County of ---HANCOCK--- and State of Maine,
in consideration of one dollar and other valuable consideration paid by

TIMOTHY R. JEROME

whose mailing address is

368 TOWN FARM ROAD, BUCKSPORT, ME 04416

the receipt whereof it does hereby acknowledge, does hereby *remise, release, bargain,*
sell and convey, and forever *quitclaim* unto the said

TIMOTHY R. JEROME

heirs and assigns forever, all its right, title and interest in and to the following described
real estate situated at **0 COLSON ROAD, BUCKSPORT-----**
in the County of---HANCOCK--- and State of Maine:

LOCATED ON **MAP 08 LOT 57** OF THE ASSESSORS TAX MAPS FOR THE
TOWN OF BUCKSPORT, CONSISTING OF 54 MAPS NUMBERED FROM 1 THRU
53 INCLUSIVE, WHICH ARE ON FILE AT THE TOWN OF BUCKSPORT
MUNICIPAL OFFICE, 50 MAIN STREET, BUCKSPORT, MAINE.
(TRIO REAL ESTATE ACCT#00915)

TAX LIEN CERTIFICATE DATED & LOCATED:

06/20/2018 BK 6895 PG 587

AT THE HANCOCK COUNTY REGISTRY OF DEEDS

To have and to hold the same, together with all the privileges and appurtenances there unto belonging to the said

TIMOTHY R. JEROME

heirs and assigns forever.

In Witness Whereof, the said Inhabitants of ---TOWN OF BUCKSPORT--- has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its COUNCILORS thereunto duly authorized, this 27TH day of the month of AUGUST A.D. 2020.

Signed, Sealed and Delivered
in presence of Inhabitants of Town of Bucksport

_____ Paul A. Bissonnette _____ Kathy L. Downes

_____ Mark B. Eastman _____ James R. Morrison

_____ Daniel M. Ormsby _____ Edward A. Rankin Jr.

_____ Peter L. Stewart _____ Susan Lessard
(MAYOR) (Witness to All)

STATE OF MAINE, COUNTY OF HANCOCK ss. AUGUST 27, 2020.

Then personally appeared the above named COUNCILORS
And acknowledged the foregoing instrument to be THEIR free act and deed in
THEIR said capacity, and the free act and deed of said body corporate.

Before me,

.....
Jacob R. Gran, Notary Public
State of Maine – Hancock County
My commission expires: June 15, 2022

Municipal
QUITCLAIM DEED

10 d

Know all Persons by these Presents,

That the Inhabitants of -----TOWN OF BUCKSPORT-----
A body corporate and politic, located at-----BUCKSPORT-----
in the County of ---HANCOCK--- and State of Maine,
in consideration of one dollar and other valuable consideration paid by

**TIMOTHY R. JEROME
AZA JEROME-VASYLYK
AS JOINT TENANTS**

whose mailing address is

368 TOWN FARM ROAD, BUCKSPORT, ME 04416

the receipt whereof it does hereby acknowledge, does hereby *remise, release, bargain,
sell and convey*, and forever *quitclaim* unto the said

**TIMOTHY R. JEROME
AZA JEROME-VASYLYK
AS JOINT TENANTS**

heirs and assigns forever, all its right, title and interest in and to the following described
real estate situated at **368 TOWN FARM ROAD, BUCKSPORT-----**
in the County of---HANCOCK--- and State of Maine:

LOCATED ON **MAP 08 LOT 60** OF THE ASSESSORS TAX MAPS FOR THE
TOWN OF BUCKSPORT, CONSISTING OF 54 MAPS NUMBERED FROM 1 THRU
53 INCLUSIVE, WHICH ARE ON FILE AT THE TOWN OF BUCKSPORT
MUNICIPAL OFFICE, 50 MAIN STREET, BUCKSPORT, MAINE.
(TRIO REAL ESTATE ACCT#01499)

TAX LIEN CERTIFICATE DATED & LOCATED:

06/20/2018 BK 6895 PG 588

AT THE HANCOCK COUNTY REGISTRY OF DEEDS

To have and to hold the same, together with all the privileges and appurtenances there unto belonging to the said

**TIMOTHY R. JEROME
AZA JEROME-VASYLYK
AS JOINT TENANTS**

heirs and assigns forever.

In Witness Whereof, the said Inhabitants of ---TOWN OF BUCKSPORT--- has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its COUNCILORS thereunto duly authorized, this 27TH day of the month of AUGUST A.D. 2020.

Signed, Sealed and Delivered
in presence of Inhabitants of Town of Bucksport

_____ Paul A. Bissonnette _____ Kathy L. Downes

_____ Mark B. Eastman _____ James R. Morrison

_____ Daniel M. Ormsby _____ Edward A. Rankin Jr.

_____ Peter L. Stewart _____ Susan Lessard
(MAYOR) (Witness to All)

STATE OF MAINE, COUNTY OF HANCOCK ss. AUGUST 27, 2020.

Then personally appeared the above named COUNCILORS
And acknowledged the foregoing instrument to be THEIR free act and deed in
THEIR said capacity, and the free act and deed of said body corporate.

Before me,

.....
Jacob R. Gran, Notary Public
State of Maine – Hancock County
My commission expires: June 15, 2022

10e

Municipal
QUITCLAIM DEED

Know all Persons by these Presents,

That the Inhabitants of -----TOWN OF BUCKSPORT-----
A body corporate and politic, located at-----BUCKSPORT-----
in the County of ---HANCOCK--- and State of Maine,
in consideration of one dollar and other valuable consideration paid by

TIMOTHY R. JEROME

whose mailing address is

368 TOWN FARM ROAD, BUCKSPORT, ME 04416

the receipt whereof it does hereby acknowledge, does hereby *remise, release, bargain,*
sell and convey, and forever *quitclaim* unto the said

TIMOTHY R. JEROME

heirs and assigns forever, all its right, title and interest in and to the following described
real estate situated at **0 RIVER ROAD (OFF), BUCKSPORT-----**
in the County of---HANCOCK--- and State of Maine:

LOCATED ON **MAP 08 LOT 63** OF THE ASSESSORS TAX MAPS FOR THE
TOWN OF BUCKSPORT, CONSISTING OF 54 MAPS NUMBERED FROM 1 THRU
53 INCLUSIVE, WHICH ARE ON FILE AT THE TOWN OF BUCKSPORT
MUNICIPAL OFFICE, 50 MAIN STREET, BUCKSPORT, MAINE.
(TRIO REAL ESTATE ACCT#02928)

TAX LIEN CERTIFICATE DATED & LOCATED:

06/20/2018 BK 6895 PG 589

AT THE HANCOCK COUNTY REGISTRY OF DEEDS

To have and to hold the same, together with all the privileges and appurtenances there unto belonging to the said

TIMOTHY R. JEROME

heirs and assigns forever.

In Witness Whereof, the said Inhabitants of ---TOWN OF BUCKSPORT--- has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its COUNCILORS thereunto duly authorized, this 27TH day of the month of AUGUST A.D. 2020.

Signed, Sealed and Delivered
in presence of Inhabitants of Town of Bucksport

_____ Paul A. Bissonnette _____ Kathy L. Downes

_____ Mark B. Eastman _____ James R. Morrison

_____ Daniel M. Ormsby _____ Edward A. Rankin Jr.

_____ Peter L. Stewart _____ Susan Lessard
(MAYOR) (Witness to All)

STATE OF MAINE, COUNTY OF HANCOCK ss. AUGUST 27, 2020.

Then personally appeared the above named COUNCILORS
And acknowledged the foregoing instrument to be THEIR free act and deed in
THEIR said capacity, and the free act and deed of said body corporate.

Before me,

.....
Jacob R. Gran, Notary Public
State of Maine – Hancock County
My commission expires: June 15, 2022